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Appendix 1ii



**South
Cambridgeshire
District Council**

Kathryn Wiseman,
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Planning and New Communities
Contact: Karen Pell-Coggins
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Our Ref: S/0096/17/OL
Date: 10-Feb-2017

Dear Sir/Madam

Proposal Outline planning application for the erection of up to 95 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Back Road. All matters reserved except for means of access.

Application Ref: S/0096/17/OL

Location Agricultural land north east of Back Road, Linton

Applicant: Gladman Developments, Gladman Developments Ltd.

The above planning application has been amended.

Additional information: - Transport Statement including appendices, which can be viewed via the Council's planning website.


Any comments that your Parish Council wishes to make should be made **on this form** and returned to the above address **not later than 21 days from the date of this letter**. (You should note that at the expiry of this period the District Council may determine the application.)

Comments of the Parish Council:

Please see attached.

Recommendation of the Parish Council:- (please tick one box only)

Approve	Refuse	<input checked="" type="checkbox"/>	No Objections
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Signed:  Date: 03/03/17
Clerk of the Parish Council or Chairman of the Parish Meeting

EXPLANATION OF APPLICATION SUFFIX

DC	Discharge of Condition	VC	Variation or Removal of Condition
OL	Outline	LD	Lawful Development Certificate
FL	Full	PA	Prior Notification of Agricultural Development
RM	Reserved Matters	PD	Prior Notification of Demolition Works
LB	Listed Building Consent	PT	Prior Notification of Telecommunications Development
CA	Conservation Area Consent	HZ	Hazardous Substance Consent
AD	Advertisement Consent		

S/0096/17/OL - Gladman Developments Ltd, Agricultural land northeast of Back Road – Amendment to outline planning application for the erection of up to 95 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Back Road. All matters reserved except for means of access. Additional information: Transport Statement including appendices.

The previous comments on this application stand; these comments are additional to the comments already submitted.

General comments:

- The site lies at western outskirts of village, outside the village envelope, and some distance from the centre of the village with its amenities, shops, pubs, medical centre, schools and links to public transport.
- The distances are significantly greater than described in the application, especially if taking the distance from the middle of the site to the actual entrances of schools, etc. The everyday sustainability of the development is much less favourable than the application makes out.
- This site is outside the village envelope and was rejected in the SHLAA and Local Plan assessments as having no development potential (part of SHLAA site 197). Reasons included distance to key local services and facilities (graded as red in the SHLAA conclusions).
- Traffic data has not been collected from significant junctions.
- Traffic volumes for the site have been underestimated, especially for traffic impact on the A1307/High Street junction. The extra number of car journeys expected for 95 houses has been misjudged, especially as the residents are most likely to be commuters.
- Surface water regularly floods onto Back Road, into The Woodlands. A concern is that the SUDS ponds would fill, then overflow, at times when rainfall and surface water flooding are greatest, as they do not ultimately lead to a natural watercourse. Additional flood risk to Linton and villages downstream, and impact of flooding on driver and journey safety on Back Road, is expected if there is building on this hillside.

Site description

- The site is not accurately described. It is bordered by Back Road to the south, the road to Chilford Hall and uphill is a site of ancient woodland, beyond Paines Meadow.
- The pathway to the east of the site is not "an unmade track" but is part of the ancient Icknield Way, a long established and popular walking area, including a regular route used by the Ramblers Association. The Ramblers Association, Cambridge Past Present and Future and CPRE should be included as statutory consultees.
- We have fought hard to protect our part of the Icknield Way and the views from it. It deserves better than to have a character-free and inappropriate development alongside it.
- The site is at the far edge of the village, at significant distance from the village centre and its amenities.
- The distances stated have not been taken from the centre of the site to proper destination access points. The walking times significantly underestimated, particularly for the high proportion of older people and children (Linton has a skewed population of these groups) who currently use the walking routes.
- The transport to work data indicates travel is predominantly by car/van, but at a lower than expected level for the population - this is due to the high proportion of elderly/retired people and children. Another influx of commuters would have a proportionately greater impact on road use.

- There is only one site access with no emergency access. This is directly opposite and close to the Woodlands, creating a potentially dangerous junction, with limited visibility. The nuisance from noise and headlights to current houses would be significant.

Walking Routes

- There are no pavements adjacent to the site, just a grass path on the south side of Back Road, some parts now being part of gardens. There is little space for a pavement on the north side, between the road with its protected verges, the hedge and the site with its proposed SUDS pools.
- Walking on this part of Back Road is dangerous, and the impractical foot access to the village is reflected in the low "pedestrian flow" data. Few people walk from this area into the village
- There are no street lights on this part of Back Road,
- The route between Back Road and Symond's Lane - past our Community Orchard - has no pavement and is limited in width in some parts. Provision of pavement here, which would be needed to make walking routes safe and viable, might be unworkable.
- Walking to amenities, bus stops, etc., takes longer than suggested partly due to the need to use safer routes through areas of housing.
- A safer route to the village through Crabtree Croft ends in either coming down a bank or a diagonal crossing to Stantons Lane. Neither are particularly safe, and both are unprotected.
- New pavements to the village are not proposed, adding to the non-sustainability of the site.

Traffic issues for Back Road

- The effect of the extra traffic on our lanes, and the cumulative impact on the A1307, have not been properly assessed. Traffic data was gathered over a very short time and not at all at significant junctions. For example, data has been collected into Hillway, a cul-de-sac, but not at the Abington junction with the A1307. This creates serious distortion to the traffic picture.
- Back Road, from the Abington junction, is a rat run. It is particularly used to avoid traffic queues on the A1307 and standing traffic through Linton, in the evening.
- The data collected confirms the significant increase in traffic from Back Road onto Balsham Road in the evenings. The increased numbers should be seen in addition to those using Back Road from/to Symond's Lane to reflect the real use of Back Road.
- The development is located on Back Road, a minor rural road, once a farm cart track (based on historical information) this lane with its inadequate sub-base, is unsuited to even moderate levels of traffic. It is effectively a single lane track with passing places.
- The rural nature of Back Lane is confirmed by domesticated geese being a regular hazard!
- Back Road was recently re-surfaced, but is already disintegrating, especially at the edges. Extra traffic, especially the HGV traffic expected for the site might well result in the need for a complete re-build, a cost that CCC would not have budget for. We had to lobby for years to get repairs to the road due to CCC budget constraints.
- The verges of Back Road (S21) are protected due to their rare flora; there is local "red book" data on their rare species. They are being eroded by vehicles overlapping road edges. The impact of yet more traffic, especially HGVs, will damage these further.
- Back Road is narrow and it is difficult for cars travelling in opposite directions to pass. This has already led to the sides of the road becoming badly rutted in many places, as drivers have to pull in tightly to the edges to make passing possible. Moreover, the road is winding and undulating and it has a raised verge, which is protected. This further hampers visibility for both drivers and cyclists.
- Back Road is designated as a safer cycling route and a police emergency road. It is the only road to use when the A1307 is blocked.

- The accident and crash data presented does not reflect the accidents that have been reported by residents and medical professionals (as reported in the public meeting).
- Speeding is a known problem in the area of the proposed development. From the March 2013 survey data opposite the Woodlands, the average speed towards Hildersham is 40mph, with 70.45% exceeding the 30mph speed limit. Heading into Linton, the average speed is 36mph, with 61.41% exceeding the speed limit.
- Leaving the estate turning towards Cambridge, traffic would take Back Road towards Hildersham. Traffic could then go through the picturesque village of Hildersham up congested Beech Row, meeting the A1307 at a still notoriously difficult junction. This would adversely impact Hildersham's Conservation Area and its historic buildings.
- Alternatively traffic could continue past the Hildersham crossroad, with its poor sightlines, to the A1307 junction at Abington. The right turn to Cambridge is particularly difficult at peak times. The left turn off the A1307 is on an awkward rising curve.
- Traffic from the site could also leave the village using the congested High Street, through our Special Conservation Area. The harm that this would bring is unacceptable, not just through congestion, damage to buildings and increased pollution, but also to the character of Linton.
- Leaving the development eastward, to reach the High Street, extra traffic would have to use Symond's Lane or Back Road/Balsham Road, both narrow and (due to resident and visitor parking, including that to Symond's House Care Home) effectively single lane traffic. Houses in these area often have hidden drives and poor sight lines.

Traffic Issues for the A1307

- The junctions with the A1307 at Abington and Hildersham, and the Back Road junction at
- Hildersham crossroads, have not been assessed as part of the Transport Assessment. This is a major omission.
- Following the City Deal proposals for the A1307 and Linton High Street to speed bus journeys (see the A1307 Three Campuses to Cambridge Bus, Cycle and Walking Improvements report), there would be a bus lane east to west but not west to east. This will lead to further queuing of traffic through the "pinchpoint" of Linton and inevitably more traffic using Back Road as a rat run to avoid standing traffic through Linton.
- From the independent Iceni data, between 7:00 and 10:00 there were over 5,000 traffic movements and more than 5,100 at evening peak times at the High Street junction with the A1307. This is a main feeder junction for the village and does not include expected traffic from new developments. The estimated 60-70 additional traffic movements expected at peak times is unrealistic for 95 additional houses for commuters.
- The safety and capacity issues on the A1307 and its hazardous junctions are a major issue. The developments in Haverhill and Saffron Walden, both of which send traffic past Linton, make the A1307 increasingly busy and hazardous.
- The Iceni "Committed Developments assessment", notes:
The following approved application has been considered: Land at Horseheath Road Application (Ref: S/1963/15/OL) as far as we are aware this has not been approved.
- Also "the effects of other planning applications have not been considered". This would include Bartlow Road (S/1969/15/OL otherwise s/2553/16/OL), 1 Horseheath Road s/2504/14/OL, other infill housing and extensions. With this application, this is over 200 houses in the pipeline. These developments must be considered in terms of

their cumulative effects, rather than as separate stand-alone applications. Development at Haverhill (another 2,500 house recently approved), Saffron Walden, Steeple Bumstead, Horseheath, Abington, etc all contribute to traffic flows on the A1307 and consequent impact on Linton junctions.

Traffic issues for the village centre

- The proposals for the High Street by City Deal need to be considered as the impact of yet more development has not been taken into account. These proposals for the High Street involve loss of pavement and narrowing the carriage way of what is already the narrowest High Street in South Cambs.
- Due to the limited parking and congestion in the historic village centre, it would be easier for new residents to use shops and supermarkets in nearby towns than to access local shops, so not benefitting village commerce; this is not conducive to sustainability.
- To note, we do not have as many pubs and shops as described in the report - no clothes or furniture shops, fewer pubs and the pub and cafe on the Hadstock road closed long ago.
- Further development would add to the traffic, parking and congestion problems within the Special Conservation Area of the village. Residents would drive rather than walk to shops and village amenities, particularly as the return is an uphill journey. This would add to the serious problems with parking in the High Street.
- Cycling in Linton is already difficult due to the narrowing of roads by parked traffic. There are no dedicated cycle routes and no safe cycle link to this site
- There are no cycle paths in the Linton area, and little scope to create safe cycle routes.
- The bus services stated in the application give a very rosy impression of public transport - two services no longer run and the bus stops on the High Street near the Crown do not exist. The stop on Back Road is for Haverhill-bound traffic only, due to the one way system, and it is a long walk to the nearest stops, which are on Cambridge Road.
- Due to congestion and parking issues, the No. 13 services through the village are under threat. The frequency of bus services stated in the application appear rather optimistic.
- To catch a train you still have a car journey to Whittlesford or Audley End. The stated time to travel to these stations is unrealistic, especially at peak times. It takes 30 to 35 minutes to drive to Audley End and park, and significantly longer to drive to Cambridge station, which has very limited parking capacity.
- At worst, it can take 15 to 20 minutes to leave the High Street, due to traffic density and unhelpful junctions on the A1307. Car journey times reported might be possible at 5am (when one councillor travels) but generally not otherwise.

Summary:

- The effects on an already busy and dangerous Back Road, a rat run, would be unacceptable.
- The City Deal proposals for the A1307 and Linton High Street would increase rat running along Back Road, especially in the evenings.
- If construction vehicles used Back Road the damage would be considerable, routes through Linton and its congested Special Conservation Area would not be practical - just how would materials get to the site?
- This site is not sustainable by the criteria applied in the NPPF and should be rejected.

LPC's Recommendation: To Object. To refer to SCDC Full Committee.