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## Appendix 1iii



South  
Cambridgeshire  
District Council

Kathryn Wiseman,  
Linton Parish Council Clerk  
Village Hall  
15, Coles Lane  
Linton  
Cambridge  
Cambridgeshire  
CB21 4JS

Planning and New Communities  
Contact: Karen Pell-Coggins  
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Our Ref: S/0096/17/OL  
Date: 15 May 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. A copy of the revised plans is attached.

**Amended-** transport statement addendum, revised ecology report and landscape comments.

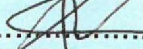
**Please look at documents on website.**

Any comments that your Parish Council wishes to make should be made on this form and returned to the above address not later than 14 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:

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

Approve	<input checked="" type="checkbox"/>	Refuse	<input type="checkbox"/>	No Objections	<input type="checkbox"/>
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Signed:  Date: 26/05/17  
Clerk of the Parish Council or Chairman of the Parish Meeting

### EXPLANATION OF APPLICATION SUFFIX

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	VC	Variation or Removal of Condition
		DC	Discharge of Condition



Transport

Linton Parish Councils comments:

Original comments and objects still stand.

These are initial comments due to the short time since receiving these amendments

Upon reviewing the traffic data, the number of cars using Back Road in rush hour is listed as 177 vehicles travelling towards Cambridge which is a substantial number of cars passing the entrance of the proposed site, often at high speed. The transport statement also noted that 351 cars are travelling towards Haverhill during the evening rush hour to avoid the pinch point on the A1307 at Linton.

Linton Parish Council request the raw data be sent through as this has been removed from the website and would also like to request it is re-instated online. Data was also not included for junction 3.

The Council noted that the reason for the amendment are the transport comments from 2<sup>nd</sup> march 2017. Some aspects have been accepted, some commented on but no solution and mitigation has been suggested and agreed.

For example-

Comment 2: Regarding footways- we have confirmed there is no suitable footways and no safe crossing points, and the data suggests it's busier than originally thought. This does not take into account the speed issue which is a contributing factor.

Comment 6: Referring to walking distances, amenities are further away than indicated and take far longer to walk to than suggested.

Comment 7: This is reference to the bus stops, they are inadequate and are not as described as in the report, the nearest being the A1307 or Swan Bridge. The transport amendments have not resolved the existing issues.

Width of the road is being increasingly eroded by the current traffic levels and is encroaching upon the protected verges and we see no way that the developer could deliver construction materials to site

Transport Plan - amendments.

LPC found it difficult to tie up the terms Iceni/Count sequential used for junctions, with the everyday names that we use. We request that the junctions are identified and confirmed, using consistent terminology.

Please confirm whether we are correct in understanding:

1- "Hildersham Road" means the Back Lane from Hildersham Old Rectory/Balsham Road/Back Road crossroads up to Ley Rectory Farm/A1307 junction, at Abington

2 - "A1307/High **Street** Priority Junction" means main "A1307/Hildersham Hall Crossroads." The junction between A1307 and Beech Row, Hildersham, to the east of Hildersham Hall

3,- "A1307/Hildersham **Road** Priority Junction" means "A1307/Ley Rectory Farm Junction". This is where Back Lane meets the A1307 at Abington.

It appears that the reports have confused Linton with Hildersham - there appear to be two whole pages of data in the report saying Linton when it actually refers to Hildersham.

(<http://plan.scams.gov.uk/swiftlg/MediaTemp/1145441-702638.pdf>, p 3.

These are very different junctions with very different traffic flows

Also, a non-existent road called Laburnum Way (p 2, same report) is referred to. .

It is stated that the Back Road measures "on average" 5 metres -

<http://plan.scams.gov.uk/swiftlg/MediaTemp/1145441-677667>. [Transport Assessment.pdf](#) - PDF 8, pg 5, 2.5.

*"Back Road runs along the southern boundary of the site and is mostly rural in nature. It is a single carriageway road running in a south east to north westerly direction and is approximately 5m in width."*

However, Councillors Bald (LPC) and Kelly (HPC) have measured this at several points between the Hildersham junction to where the electricity cables cross the lane at the water pumping station and house. . The width is actually around 4m, and often less - see attached report - Bald & Kelly (20.5.17).

Linton Parish Council's decision: **To object and refer to SCDC.**

#### Ecology

Linton Parish Council's comments: The current objections still stand.

There are concerns with the proposed overall design as this would still be interfering with the bat flight paths. The mitigation measures proposed to screen the site would be outside the redline, are not owned by the applicant and are not deliverable. The Council also has further concerns regarding the ancient hedge and Icknield Way.

Linton Parish Council's decision: **To object and refer to SCDC.**

#### Landscape

The landscape character and setting would indeed be affected, as well as the long views over Chalklands to the listed Rivey Tower. The visual effect on the landscape would be unacceptable.

There are also concerns relating to the impact line, as this covers the medieval fish pond and moat at Little Linton, meaning the development would have a wider impact than first envisaged.

Further comments will follow

Linton Parish Council's decision: **To object and refer to SCDC.**

**Linton Parish Councils overall decision: To object on all aspects of the new amendment and refer to SCDC.**

Back Road (Hildersham/Back Road crossroads The Old Rectory, Hildersham)

To Pumping Station House, Back Rd, Linton, Cambridge CB21 4LQ (ca. 860 ms.)

Width from tarmac edge to tarmac edge: various locations

20.5.2017, 4.30 pm

Jean Kelly – [jeshere1@yahoo.com](mailto:jeshere1@yahoo.com)

Enid Bald – [enidsmith20@talktalk.net](mailto:enidsmith20@talktalk.net)

	Location	Width – Metres	Width – Imperial
1	Hill Lodge ( Hildersham/Back Road crossroads)	4.8	15 ft 9 ins
2	Hildersham allotments footpath/Back Road	4.24	13 ft 9 ins
3	250 yard sign	4.2	13 ft 8 ins
4	(Half-way between 250 yard sign and telegraph pole)	4.4	14 ft 4 ins
5	Telegraph pole and manhole cover	4.05	13 ft 2 ins
6	Between telegraph pole and large wooden gate	3.9	12 ft 8 ins
7	Large wooden gate	3.9	12 ft 8 ins
8	Large pothole	3.96	13 ft
9	Unidentified location	3.66	12 ft
10	BMC telephone cover	4.14	13 ft 6ins
11	Unidentified location	3.6	12 ft 10 ins
12	Unidentified location	4.5	14 ft 8 ins
13	Unidentified location	4.03	13 ft 2 ins
14	Unidentified location	4.03	13 ft 2 ins
15	Large haystack (Linton end)	4.05	13 ft 4 ins
15	At two telegraph/electricity poles (on opposite sides of Back Road)	4.1	13 ft 5 ins
16	Between two telegraph/electricity poles (on opposite sides of Back Road), pole to pole	7.25	23 ft 8 ins