

**Parish Council Objections for proposed Residential Redevelopment at 9 -15
Cambridge Road**

1. Linton Special Policy CH10

POLICY CH/10 Linton Special Policy Area

South of the A1307 bypass at Linton, in the area defined on the Proposals Map, further residential development will not be permitted other than improvements to existing properties.

The southern part of the village, severed by the A1307 bypass, is characterised by three distinct uses; employment, a sensitive residential area much of which lies within the conservation Area, and the site of Linton Zoo. It is also isolated from the main village, and further residential development would not be sustainable with its poor access to the village facilities and services.

- 1.1. This policy has been in place since 1993, and it is thought by SCDC planning department that there was a very similar localised policy in place prior to this date. The policy restricts further residential development because the A1307 acts as a barrier to this part of the village. This area is isolated from the main part of the village, the High Street and amenities.
- 1.2. The reasons for the policy to be included in the Local Plan have not disappeared. The area is still isolated from the main part of the village, and could be considered even more isolated since 1993. The main part of the village has developed significantly in the last twenty years, and the barrier created by the A1307 is more severe.
- 1.3. The only improvement in facilities for the area is that there is now a pelican crossing in place to help entry to the main village, replacing the original island crossing. This pelican crossing was required due to the significant increase in traffic flow on the A1307, and was necessary for existing residents as crossing the road was no longer an easy function. The pelican crossing already increases delays to traffic flow, and any increase to use, especially during peak times, will have a significant detrimental impact on traffic flow. There is a fine balance between the amount of use of the crossing, enabling existing residents to cross the A1307, and the delays caused to traffic flows by the use of the crossing. Considerable traffic modelling was undertaken prior to installation of crossing to ascertain whether its minimal use would not create prolonged queuing and was installed on the basis of its low use.
- 1.4. The policy has been agreed by the Inspectorate in 2004 and 2007, and was upheld in an appeal in June 2005 (Appeal ref: APP/W0530/A/05/1174838). The Inspector stated:

“In my opinion the A1307 forms a significant barrier to pedestrian accessibility and I therefore consider it likely that a significant number of journeys to and from the appeal site would be by private car.....”

and South Cambridgeshire District Council state

”....Further development south of the A1307 road would be separated from services in the village by this busy road”.

- 1.5. The Parish Council feels that any development south of the A1307 against the Special policy CH/10 would not only increase the use of the pelican crossing, but would also increase traffic movements in the vicinity as some residents of any new development “shun” using the pelican crossing and travel by car into the village. This would seem a “safer” option for many. There was an accident involving a pedestrian on the pelican crossing this winter. It would also be considered a better option for some residents to use their car due to the distance to facilities within the village, such as Linton Heights Junior School which is over a mile away from the proposed development.
- 1.6. Therefore the Parish Council believe the policy CH/10 should remain in place, with no exception to this policy. The only difference between today and when the policy was set up is that there is now a pelican crossing in place to help existing residents cross the A1307. The A1307 is now considerably busier than when the policy was instigated in 1993, with much increased traffic flow, and increased use of the pelican crossing must not be encouraged through residential growth south of the A1307, as this would have severe impacts on an already congested road. The crossing was necessary for the quality of life of existing residents, and should not be seen as the solution for this part of the village being detached from the main part of the village. This “detached” situation still exists.

2. Transport and Access Statement

- 2.1. The A1307 is one of the most congested of Cambridge's commuter roads. It is the main access road to Haverhill, the fastest growing town in Suffolk. Traffic flows on the A1307 at peak times have increased 20% since 2004. Growth for Haverhill has been approved in the Core Strategy and traffic flows are expected to further increase another 30% at peak times. (350 per hour).
- 2.2. We note that one junction on the Cambridge Road will be removed; this is in line with the policy of Cambridgeshire County Council to reduce the number of junctions of the road. However note that the retained driveway will see a substantial increase in traffic.
- 2.3. Accident figures used in this assessment are dated. Within the last six months there have been two pedestrian accidents – one at the pedestrian crossing and one at the Linton Village College traffic lights. Pedestrians from the Industrial Estate use the traffic lights at the Village College as they feel very vulnerable walking on the footpath between the crossing and the Industrial Estate due to the proximity to the traffic.
- 2.4. The Parish Council does not agree that the development will have negligible impact on the traffic flows. Although the number of vehicles stated in the application is a negligible number compared to the overall traffic flow, the road is already at over capacity at peak times. Therefore any extra traffic flow, however “negligible” has the potential for a large impact. The PC also has concerns regarding the number of vehicles and the vehicle movements into the site, particularly at evening peak times. The transport assessment estimates that only 6 vehicles will enter the site at peak times. Looking at similar areas within the village this figure seems very low. Of the potential 28 or more vehicles on site, the Parish Council believe at least 12 of these will access the site from the Cambridge direction during peak times. The development has no provision for a right turn lane into the site. This not only creates a danger to cars turning right but also creates severe delays to the main flow of traffic to Haverhill. It must be taken into account that traffic flows at peak times have

increased significantly in both directions, and therefore during peak times there can be very few gaps between traffic.

- 2.5. Currently, between Station Road and The Grip, on the side of the road with the development, only three properties access the road. Should the development go ahead this will increase to 21. St Edmundsbury Borough Council has already raised concerns in the South Cambridgeshire Strategic Land Availability Assessment regarding the creation of additional delays on the A1307 by developing this side of the A1307, and any delays could increase the amount of rat running on local village roads – particularly the Back Road from Abington to Linton.
- 2.6. The A1307 already suffers with vehicles leaving the carriageway – since April 2012, No. 29 Cambridge Road has had two goods vehicles hit its boundary. The Parish Council has requested a 30mph speed limit for this area. The transport assessment shows mean speeds of 31/33mph and therefore to improve safety for the development believe that this should be implemented at cost to the developer.

Front Garden of 29 Cambridge Road – April 2012



Outside 29 Cambridge Road - July 2012

- 2.7. We appreciate that it would be necessary to move the bus stop, particularly due to the access problems of 5 Cambridge Road – however the PC wish to comment that this must not interfere with the safety of pedestrians using the bus stop. The bus stop must not be closed for anytime during the development as it is a vital village resource.

- 2.8. The Parish Council has concerns that due to the limited parking onsite, visitors will park at the top of Linton High Street. Parking in this area creates problems for vehicles and buses entering the village. The limited safe parking at the top of the High Street is vital for the village shops and facilities.
- 2.9. Prior to the recent CCC spending cuts, the site of the Police Houses was chosen for a small 'cycle and ride' facility. Cycle parking should be provided for Linton residents and those in the surrounding villages. A similar scheme is already in place in Horseheath. The Parish Council would like the developer to site a cycle rack for this purpose.
- 2.10. Although we appreciate that site visits are undertaken during office hours; we believe for the site to be assessed for transport issues then it is vital to inspect the site between 7am-8am and 5pm-6pm. This could be undertaken by video recording.

(We note the erroneous naming of bus stops within the village – there is no stop at The Crown, no stop for Hillway, but there is a stop at Swan Cottages)

3. Design & Setting

- 3.1. The general design is rather mundane, and more could be done to reduce the adverse impact on the village and neighbouring properties and enhance the street scene. Materials should match adjacent properties, especially those directly opposite the site.
- 3.2. Linton has a designated special conservation area, and this development, by its proximity, will impact upon this and adjacent historic buildings. The suitability of the design at the entrance to the historic village should be confirmed by the Conservation Officer as the Parish Council still has reservations.

4. Noise

- 4.1. The 'tunnel' effect of housing design is understood as a speed reduction measure, but this could channel road and industrial noise into the village and increase noise nuisance for the village, the High Street and the housing adjacent and opposite.
- 4.2. The noise issues have only been investigated within the development, and not in regard to the acoustic effects of the buildings on the village. Linton is already blighted by the noise from A1307 and industrial noise from industries along the A1307.
- 4.3. SCDC Environmental Services have already been involved with an investigation into the effects of industrial noise on the one of the properties in the High Street and the Parish Council would not want this new development to 'tunnel the industrial noise' and exacerbate the situation.

5. Lighting Scheme/Assessment

- 5.1. There appears to be no lighting assessment or scheme. A suitable lighting plan needs to be in place and approved by SCDC and the Parish Council prior to occupation. This scheme should include non-light-polluting external lights, street lights and motion sensitive outside housing lights. Inappropriate lighting could be distracting to motorists on A1307, and affect the neighbouring properties, especially due to the height of the proposed development with respect the main village area north of the a1307.

6. Sustainability

6.1. The development seems to lack sustainability aspects (solar panels, water collection, etc). The Parish Council would like to see more included.

7. Flooding

7.1. Issues regarding flood water are addressed only for within the site. It is quite possible that water will run down the site paths and road, affecting the pavement and A1307. Insufficient emphasis has been given to the effect of the development on the village, all surveys relating only to within-site aspects. Water run off also creates problems with ice in the winter and would not want this to affect either the footpaths or the A1307.

8. Planting

8.1. Black Poplar trees would be welcome, to extend the corridor for moth migration. The memorial tree must be retained. The rather bleak lines of the buildings and enclosures could be softened with appropriate planting schemes.

If the scheme is approved:-

- a. This area was long known as "The Rookery", and this historic name should be retained or an alternative sought with consultation from the Parish Council.
- b. The development potential of Linton is extremely limited as development is correctly being halted by the Highways Authority due to their concerns regarding the A1307 – this will create problems with affordable housing for Linton residents and keyworkers. We believe this development if passed will be an exception to policy CH/10 and as such we would like to see the tenancies agreements limited to those with Linton connections.
- c. Developer funding for 30mph speed limit (currently 40mph).