



GREATER CAMBRIDGE LOCAL PLAN ISSUES AND OPTIONS 2020 CONSULTATION

Land to north-west of Balsham Road, Linton

Prepared by Strutt & Parker on behalf of [REDACTED]

February 2020

Site Name:	Land to north-west of Balsham Road, Linton
Client Name:	████████████████████
██████ Report:	Greater Cambridge Local Plan Issues and Options 2020 Consultation
Prepared by:	Ellie Drozdowska
Checked by:	David Fletcher
Date:	February 2020

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Version	Description	Originated	Authorised/comments	Date
Draft	For comment			
Final	For submission			

1. INTRODUCTION

- 1.1 This document has been prepared by Strutt & Parker on behalf of [REDACTED] and is submitted in response to the Greater Cambridge Local Plan Issues and Options 2020 Consultation.
- 1.2 In March of 2019, Strutt & Parker submitted representations, in respect of land to the north west of Balsham Road, Linton, on behalf of [REDACTED], as part of the Greater Cambridge Call for Sites. The site measures approximately 9.8 hectares, and is being promoted as a mixed use development; consisting of up to 300 dwellings and a 1-hectare employment centre, specialising in providing office space for small and medium sized local businesses. This representation should be read in conjunction with the Call for Sites submission, which is appended to this response.

2. SITE CONTEXT AND DESCRIPTION

- 2.1 The application site is located on the north-eastern side of Linton. It benefits from a very good relationship to the existing development boundary for Linton, as set out within the adopted Linton Proposals Map that forms part of the adopted Local Plan (2018). The site is boarded to the south-west by residential properties in Tower View, which are located off Balsham Road. Balsham Road abuts the southern boundary of the site with residential properties opposite the site's southern boundary. To the west, is a green wedge which separates the site from a scrap metal yard. To the north, the site rises up to the open countryside, and a water tower sits at the top of Rivey Hill. The site would be accessed from the south, onto Balsham Road, benefiting from good visibility in both directions. In this regard, please refer to the Transport Appraisal prepared by Richard Jackson Partnership, which forms Appendix 2 of this statement.
- 2.2 A full description of the site is set out in Call for Sites submission within Appendix 1.

3. GREATER CAMBRIDGE LOCAL PLAN ISSUES AND OPTIONS 2020

3.1 The Issues and Options consultation is running until February 24^h 2020, gathering feedback on the ‘big themes’ of the plan, including: Climate change, Biodiversity and greens spaces, Wellbeing and social inclusion, Great places, Jobs, Homes and Infrastructure.

3.2 It is our belief that the proposed site adjacent to Balsham Road reflects the themes and aim of the local plan, as well as national policy and suggestions from the Planning Inspector. The Inspectors’ Report on the South Cambridgeshire Local Plan (2018) identifies the reliance on large sites as a potentially significant issue regarding housing delivery, particularly in the short term and the need for the Greater Cambridge Shared Planning Service to identify smaller and medium sized sites to meet their housing need, particularly in the early years of the plan. The proposed site allocation would help address the Planning Inspectors’ comments on the 2018 plan.

3.3 Paragraph 41 of the Planning Inspectors 2018 report states the following:

“The Local Plan is reliant on two new settlements at Waterbeach and Bourn to deliver a significant proportion of the housing requirement. Both sites require significant investment in infrastructure and, realistically, may not start to deliver new housing until the mid or later years of the plan period. If the Sedgefield method were to be used it would almost certainly result in increased pressure to develop new housing in the rural areas which are a lower tier in the Sustainable Development Strategy.”

3.4 In addition, by way of background the Planning Inspectors for the Uttlesford Local Plan outlined concerns in relation to the soundness of the plan, with the Uttlesford Inspector commenting earlier on in 2020 that:

“the scale of the need for housing for the next plan period is currently unknown and uncertain. We are concerned that the Council’s chosen strategy (reliance on three Garden Communities) would mean that other sites in the district would not be developed or permitted for a significant period of time in the future. This would be likely to adversely affect the vitality and viability of services in existing towns and villages and result in a lack of housing choice in the market” (paragraph 31 on letter).

3.5 The Inspector’s recommendation was clear that small and medium sized sites that are deliverable need to be allocated:

“In order to arrive at a sound strategy, we consider that as a primary consideration, the Council would need to allocate more small and medium sized sites that could deliver homes in the short to medium term and help to bolster the 5 year HLS, until the Garden Communities begin to deliver housing. This would have the benefit of providing flexibility and choice in the market and the earlier provision of more affordable housing” (paragraph 114).

- 3.6 Furthermore, the Examination of the St Albans Local Plan was recently postponed by the Inspector due to the sites over reliance of several large scale developments, and the exclusion of small and medium sized sites.
- 3.7 The site being promoted at Linton is therefore a reflection of national policy, and will provide a suitable proportion of development for a settlement that is a mid-tier settlement on the settlement hierarchy. As explained within paragraphs 3.34 and 3.41 of this statement, Linton is a very sustainable location for growth.
- 3.8 We have responded to questions within the Issues and Options Consultation, which are of relevance to the promotion of the land adjacent to Balsham Road, Linton.

Question 6: Do you agree with the Big Themes for the Local Plan?

- 3.9 As outlined within the Local Plan Issues and Options document, the future Local Plan must aim to ensure sustainable development. In order to achieve this, competing priorities and issues need to be balanced. Greater Cambridge Planning has grouped these into the following themes:
- Climate Change;
 - Biodiversity and Green Spaces;
 - Wellbeing and Social Inclusion; and
 - Great Places.
- 3.10 It is considered that my clients' site can help address the four big themes, creating a well-designed development, in a sustainable location, in one of the largest villages in South Cambridgeshire, with capacity for development.
- 3.11 It is considered that the vision for land adjacent to Balsham Road, Linton is in full accordance with all four objectives of the Local Plan. [REDACTED] have a proven track record of the delivery of high quality developments, with particular emphasis on the creation of landscape corridors and open spaces as integral part of developments.
- 3.12 As shown on the Opportunities and Constraints Plan, prepared by Barton Wilmore and also submitted as part of the Call for Sites exercise last year (refer to Appendix 1), it is proposed for the development parcels within the scheme to be separated by strong landscape corridors, which will provide space for substantial planting, but also provide for wildlife corridors. In addition, substantial tree planting and a biodiversity net gain area is proposed to the east boundary of the site. The proposed employment hub for small start-up businesses also has substantial potential to promote wellbeing and social inclusion and could include facilities such as a day nursery and a café as a central focus to the development. [REDACTED] are fully committed to tackling climate change and seeking to design new homes to minimise the carbon footprint of the development. All these matters will be developed further at planning application stage, but are fully consistent with the four big themes of the Local Plan.

Question 13: How do you think we should improve the green space network?

- 3.13 It is important that robust planning policies are implemented to allow opening up and improvement to the existing green space network and to promote landscape and biodiversity corridors.
- 3.14 As identified on the opportunities and constraints plan, prepared by Barton Wilmore as part of the Call for Sites, land adjacent to Balsham Road provides the opportunity to provide for a connected green space network throughout the proposed site. It will give existing residents in the village additional access to green space and new public open space, that is currently inaccessible.
- 3.15 [REDACTED] are committed to substantial tree planting, which will assist with enhancing the green space network on the site.

Question 14: How do we achieve biodiversity net gain through new developments?

- 3.16 It is important that biodiversity net gain is secured as part of new developments and a minimum of 10% target is considered to be an appropriate requirement for greenfield sites.
- 3.17 The site presents an opportunity to deliver biodiversity net gains. The site is currently arable fields of low ecological value and the development proposals, through a landscape-led approach (as shown on the Opportunities and Constraints Plan), will seek to deliver open space that is functional whilst also creating resilient habitats which will provide important habitat for a range of wildlife and plant species.

Question 15: Do you agree that we should aim to increase tree cover across the area?

- 3.18 Yes, we strongly agree with this requirement. The land adjacent to Balsham Road, Linton has space to accommodate substantial tree planting, as an integral part of the landscaping scheme. Tree planting as part of this development, would also assist in contributing to wider tree planting targets as set out in the plan.

Question 20: How do you think we should achieve improvements in air quality?

- 3.19 A number of measures can be introduced to tackle air quality. Provision for policies which place minimum requirements on electric vehicle charging spaces will assist with promoting a step change from petrol/diesel to electric cars.
- 3.20 Contribution to improvements in air quality can also be made by dispersing development across sustainable settlements and in locations on growth corridors to disperse congestion and increase reliance on public transport. In this regard the allocation of land adjacent to Balsham Road, Linton is on a site that is not within or near to an air quality management area, but is within a sustainable settlement with good public transport links.

Question 24: How important do you think continuing economic growth for the next Local Plan?

3.21 It is considered that continued economic growth is important, provided that it is facilitated sustainably.

3.22 According to the 'big themes' of the Greater Cambridge Local Plan, it is important that local village centres, provide suitably sized employment hubs. The National Planning Policy Framework 2019 (NPPF), reflect this with its focus on sustainable development, stating in paragraph 84 states that:

"Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements".

3.15 The application site at Balsham Road is exactly the type of site the NPPF is referring to; a medium sized site, located adjacent to the development limit, and provides a proposed rural hub in conjunction with housing, to accommodate small and medium sized local businesses. It is also located outside of the Green Belt, adjacent to Linton, which is one of the most sustainable and largest villages within the District.

Question 28: Are there particular locations for employment the Local Plan should focus on?

3.16 It is important that employment is dispersed within the Greater Cambridge area, with not all employment just focused on Cambridge. As identified in the SPIER report, Cambridge has had extensive economic growth in recent years, which has put substantial pressure on house prices and infrastructure within and around the City. It is important that employment growth is dispersed to larger village settlements outside of the Green Belt, such as Linton.

3.17 Linton is a substantial sized village with considerable services, categorised as a Minor Rural Centre in the adopted Local Plan 2018. There is capacity for Linton to provide an increased amount office space for local business, or start-up businesses from the village, or surrounding villages to work. The employment site would provide the opportunity for residents within the new housing on the site or within the existing village to have a premise for the start-up of new businesses and could include additional facilities such as a nursery and café.

3.18 The proposed employment hub of 1 hectare on land adjacent to Balsham Road, Linton is consistent with the size of the settlement and its position within the settlement hierarchy.

Question 31: How should the Local Plan meet our needs for the amount and type of new homes?

3.19 It is important that the new Local Plan seeks to allocate a suitable number of medium sized sites that can be developed in the short term. It is also important that growth is dispersed to some of the larger and most sustainable villages outside of the Green Belt.

- 3.20 According to the NPPF, the Planning Practice Guidance, and Planning Inspector's Report on the South Cambridgeshire Local Plan (2018), the Greater Cambridge Local Plan should meet housing needs through development of medium sized sites, as well a large strategic sites. Medium sized sites present an under-utilised opportunity for both residential and commercial development, overlooked and undercapitalised in the adopted South Cambridgeshire Local Plan (2018) and the Cambridge City Local Plan (2018).
- 3.21 In the Planning Inspectors' Report of the South Cambridgeshire Local Plan (2018), it was recognised that *"a significant proportion of the overall housing requirement will be provided in major allocations"*. Considering this, the potential of smaller sites have in helping to *"diversify the house building sector by providing a boost to small and medium sized developers"* was recognised, with a recommendation to allocate housing in individual villages.
- 3.22 In order to be considered sound, regard should be given to the Planning Inspectors' Report, along with NPPF paragraph 68, which states that:
- "Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly"*.
- 3.23 Paragraph 68 goes onto state that this can be achieved by allocating a higher amount of small to medium sized sites, rather than less large strategic allocations, or working with developers to encourage the sub-division of large sites, helping to speed up the delivery of homes. Additionally, the Planning Practice Guidance identifies the need to consider a range of sites for development, including medium sized sites in villages and towns. The land adjacent to Balsham Road, Linton is of a size that could be delivered quickly, within the short term and within the first 5 years of the Local Plan.
- 3.24 It is also very important that a suitable quantum of growth is dispersed to the most sustainable and largest villages outside of the Green Belt, such as Linton.
- 3.25 Linton is located in a very sustainable location and benefits from being very close to key employment clusters to the east of Cambridge. Reflected in both national policy and the themes of the Greater Cambridge Local Plan, is the location of residential development being in proximity to a variety of employment opportunities, which will minimise the need of residents to commute long distances to work. Only 4.5 kilometres north-west of Linton is Granta Park, a 24 acres a science and business park with a direct commuter bus running from Linton. Furthermore, Genome Campus, a genomics and biodata park consisting of over 2,600 students and employees, is located approximately 6.5 kilometres south east if Linton.
- 3.26 At 9.8 hectares, the site promoted in the Call for Sites is an example of a medium sized site adjacent to an existing sustainable village, which is able to make an important contribution to local housing requirements in a relatively quick time frame. [REDACTED] [REDACTED] have a proven track record of the delivery of mixed use housing led sites and are committed to delivery of the development early on within the plan period.

Question 33: What kind of housing do you think we should provide?

- 3.27 With the plan period being proposed up to 2040, it is important that housing policies provide an ability to flex to a variety of housing tenures which is ever evolving. Land adjacent to Balsham Road, Linton is likely to include low cost home ownership,

traditional affordable and outright market sale housing as well as privately rented homes, in order to meet the needs of a range of different proposed residents from different demographics.

Question 36: How should the Local Plan ensure the right infrastructure is provided in line with development?

- 3.28 Housing allocations should be located in proximity to key infrastructure, local infrastructure that reduces residents need to travel, and well connected to public transport infrastructure such as bus and train routes. The land adjacent to Balsham Road Linton, is located in a sustainable village with considerable service provision, with many key services such as schools, shops and health facilities within walking distance.
- 3.29 Growth in Linton would also be consistent with the vision of the Greater Cambridge Partnership (GCP), which is proposing an off-road public transport route, running services from Addenbrookes to Haverhill, via Linton. This also includes provision for a new Travel Hub (park and ride) adjacent to the A11/A1307. Even without this route, Linton is considered to be a very sustainable settlement for growth, however this infrastructure will further enhance Linton's sustainability credentials as a suitable village for growth. The scheme will provide for very easy and sustainable access from Linton direct to Addenbrookes by off road bus.
- 3.30 The application site is located approximately 5.4 kilometres from the A11, providing connection onto the M11. Just 0.44 kilometres from the site is a bus stop, with the 13 and 13A bus services running from Cambridge to Haverhill 7 days a week. The 13 bus also provides direct and quick access to Granta Park.
- 3.31 In line with the 'big themes' in the Greater Cambridge Local Plan, the development of this site would reduce the reliance on cars, decreasing the number of cars on the road, due to the proximity to multiple public transport services. Additionally, the development of office space aimed at small and medium sized local businesses would reduce the need of local residents to travel as they would have sufficient work space available within walking distance. Further information on this is contained within the Transport Appraisal prepared by Richard Jackson Partnership, refer to Appendix 2.

Question 37: How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

- 3.32 As reflected in the NPPF (2019) and Planning Inspectors report on the South Cambridgeshire Local Plan (2018), a shift away from our reliance on cars and towards more sustainable transport can be achieved by locating development in existing villages, with established transport connections. The development of new, large settlements is less likely to be able to be served by existing transport networks, whereas existing villages have established services and transport links which can serve an increased population.
- 3.33 Considering this, medium sized sites appear to be more in keeping with the objectives of the Greater Cambridge Local Plan, as well as national policy. Although, it is important to recognise how a mix of large, medium and small sites can contribute to a sustainable and varied housing supply.

Question 40: How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?

- 3.34 The GCP Local Plan should contain some flexibility on the development of both employment and residential sites, evaluating each site on their merits and considering the sites sustainability, rather than a standardised approach. This is particularly the case for villages that are located outside of the Cambridge Green Belt. Many villages with considerable services, capacity and existing transport connections are often overlooked, despite their suitability.

Question 41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?

- 3.35 Yes, it is important that planning applications and proposals are considered in accordance with the presumption in favour of sustainable development, as set out in paragraphs 10 & 11 of the NPPF. Linton is a sustainable location. It is considered that villages, such as Linton that are located outside of the Green Belt, should have a role to play in providing development and allowing people greater choice on where they want to live. In locations adjacent to village envelopes, where locations are deemed sustainable the restrictions on scale of development should be lifted and be seen on a case by case basis.

Question 47: What do you think about growing our villages?

- 3.36 As set out above, sustainable growth within the villages is considered essential in order to meet the four big themes of the Local Plan and reduce pressure on already constrained infrastructure in and around Cambridge City.
- 3.37 It is considered that the level of growth in settlements should be relative to the size of the settlement, along with its sustainability credentials. As recognised within the existing Local Plan, Minor Rural Centres are currently the second highest tier settlements within the settlement hierarchy.

- 3.38 The table below contains an overview of the 13 settlements and their population.

Policy S/9: Minor Rural Centres		
	Location	Population
1	Bar Hill	4,000
2	Bassingbourn	3,583
3	Comberton	2,400
4	Fulbourn	5,000
5	Gamlingay	3,247
6	Girton	4,599
7	Linton	4,525
8	Melbourn	4,400
9	Milton	4,679
10	Papworth Everard	2,880

11	Swavesey	2,463
12	Waterbeach	5,166
13	Willingham	4,015

3.39 Linton is fifth largest Minor Rural Centre in population terms, behind Waterbeach, Fulbourn, Milton and Girton. Waterbeach is already subject to substantial growth as part, with the Waterbeach North Garden Settlement providing some 6,500 dwellings. Fulbourn, Milton and Girton are all located within the Green Belt.

3.40 Therefore, Linton is the largest Minor Rural Centre that is not located within the Green Belt. It is also worth noting that of the 13 Minor Rural Centres, only Waterbeach has a train station (which for reasons explained above should not take any further growth). Linton is best placed of all the Rural Service Centres, to provide housing for employees at the major employment sites to the east of Cambridge.

3.41 In addition, Linton benefits from a vast range of services, with Linton Village College also providing excellent sport and community facilities. A full list of the facilities within Linton are set out below:

Service / facility	Closest service / facility	Distance from the site	Cycling Time	Walking Time
Primary School	Linton Heights Junior School	270 metres	1 min	4 mins
	Linton C of E Infant School	1 kilometre	3 mins	12 mins
Secondary School	Linton Village College	2.3 kilometres	8 mins	27 mins
Local Services	The Dog & Duck	1.4 kilometres	5 mins	17 mins
	BP Garage	1.7 kilometres	8 mins	10 mins
	Parish Church of St Mary the Virgin	1.4 kilometres	6 mins	16 mins
	Linton Zoo	1.25 Kilometres	3 mins	14 mins
	Boswell's Bakery, Linton	1.4 kilometres	6 mins	18 mins
	Linton Free Church URC Church	1.4 kilometres	4 mins	17 mins
	Co-op Food, Linton	850 metres	2 mins	10 mins
	Jigsaw Bakery	800 metres	2 mins	9 mins
	Linton Post Office	1.2 kilometres	3 mins	14 mins
	Linton Pharmacy	1.2 kilometres	3 mins	15 mins

Service / facility	Closest service / facility	Distance from the site	Cycling Time	Walking Time
Community facilities	Linton Community Sports Centre	1.9 kilometres	6 mins	23 mins
	Linton Library	1 kilometre	3 mins	12 mins
	Linton Village Hall	1.3 kilometres	4 mins	14 mins
Public Transport	Bus Stop, Parsonage Way	800m	2 mins	9 mins
	Bus Stop, Hill Way	1 kilometre	3 mins	3 mins
	Bus Stop, High Street	1.5 kilometres	5 mins	18 mins
Healthcare	School Street Surgery, Great Chesterford	15.1 kilometres	31 mins	N/A

3.42 Accounting for the current number of services in Linton, that it is the largest Rural Service Centre outside of the Green Belt, along with its very good transport connections, it is considered to be settlement that should take substantial housing growth as part of the new Local Plan.

3.43 A development of 300 dwellings, with a 1 hectare rural service centre for small to medium sized start-up businesses, would be a scale of development that is fully compatible with the size of the existing village. It is considered that the allocation of land adjacent to Balsham Road, would be a sound allocation and accord with national policy.

Question 48: What do you think about siting development along transport corridors?

3.44 Locating development along transport corridors is central to the way in which planning and development appears to be moving towards: sustainable and accessible. The importance of this is reflected in the NPPF, paragraph 103; *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”*.

3.45 The necessity of locating development along transport corridors is reinforced in ‘big themes’ of the Greater Cambridge Local Plan: *“Committed infrastructure proposals being progressed by Greater Cambridge Partnership will provide significant transport capacity to support the delivery of committed development.”*

3.46 As set out above, Linton is located along the route of the new Addenbrookes to Haverhill rapid transit bus route and we are supportive of growth along key transport corridors.

Question 50: What do you think should be in the next Local Plan?

3.47 The next Local Plan should be a well-informed plan, both from national policy and address the comments from the Planning Inspector on the 2018 Local Plan to allocate more small to medium sized sites. The next Local Plan will be active for many years in a period of uncertainty, and undoubtedly considerable change. Therefore, the plan must have a

varied approach to development; with a more holistic approach, ensuring a mixed approach to development, drawing on large, medium and small scale sites, in sustainable location that create a sense of place and community.

- 3.48 The GCP is in the process of preparing significant infrastructure projects, in order to improve connectivity and regenerate the way people perceive transport, resulting in public transport being the easiest and most logical way to travel. Development should take advantage of this much needed update of public transport and located development in these sustainable locations.

4. SUMMARY

- 4.1 In summary, land to the north of Balsham Road at Linton is an excellent site, promoted for mixed use development; consisting of up to 300 dwellings, both affordable and market units, along with employment development. The site reflects the objectives of national policy, the Greater Cambridge Local Plan, and the Inspectors' feedback and recommendations following the 2018 South Cambridgeshire Local Plan. Considering this, the land at Linton should be allocated as a mixed use site, capable of meeting local housing and employment requirements.

APPENDIX 1: CALL FOR SITES SUBMISSION



GREATER CAMBRIDGE CALL FOR SITES CONSULTATION

Land to the North- West of Balsham Road, Linton

Prepared by Strutt & Parker on behalf of [REDACTED]

March 2019

Site Name:	Land to the North of Balsham Road, Linton
Client Name:	████████████████████
Type of Report:	Greater Cambridge Call for Sites Consultation
Prepared by:	David Fletcher
Checked by:	David Fletcher
Date:	March 2019

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Strutt & Parker, 66 – 68 Hills Road, Cambridge, Cambs. CB2 1LA
paul.sutton@struttandparker.com
Tel No: 01223 789391

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1. INTRODUCTION

- 1.1 This representation has been prepared by Strutt & Parker on behalf of [REDACTED] support the promotion of land to the north- west of Balsham Road, Linton as part of the Greater Cambridge Call for Sites, Local Plan Consultation March 2019.
- 1.2 For the purposes of this representation, the land to the north- west of Balsham Road, Linton, will be hereafter described as the 'application site.'
- 1.3 The application site is being promoted for a mixed use development that is proposed to accommodate the following:
- Up to 300 dwellings, including provision for market and affordable housing of a mixture of sizes and tenures
 - Provision for a new employment centre of approximately 1 hectare in size, with a focus on providing office space for small/start up and medium sized local businesses.
 - Provision of public open space, including new woodland area to the east of the site.
- 1.4 This representation is accompanied by the following documents:
- Letter of support from the landowners of the site;
 - Site Location Plan;
 - Illustrative Masterplan; and
 - Landscape Visual Assessment, including Opportunities and Constraints Plan, Site Context Plan, Topographical Features Plan, and Site Photo's, prepared by Barton Wilmore.
- 1.5 This representation has been prepared in accordance with the requirements set out within the National Planning Policy Framework (NPPF). In particular, it has been prepared having regard to the tests of soundness as set out within paragraph 35, which sets out a requirement for Local Plans to be:
- a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs, and is informed by agreements with other authorities, so that unmet needs from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.
 - b) **Justified**- an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence
 - c) **Effective**- deliverable over the plan period, and based on effective joint working on cross boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - d) **Consistent with national policy**- enabling the delivery of sustainable development in accordance with the policies in this Framework
- 1.6 This representation details that the proposed allocation of this application site for a residential led mixed use development, is fully consistent with the principles of sustainable development as set out within the National Planning Policy Framework. It also demonstrates

that the application site represents a sound allocation within the emerging local plan. The site is also fully deliverable in planning terms.

2. SITE AND SURROUNDINGS

- 2.1 The application site is situated on land to the north- west of Balsham Road, Linton. Linton is one of the larger villages in South Cambridgeshire, being located to the south- east of Cambridge.
- 2.2 The application site is located on the north-eastern side of Linton. It benefits from a very good relationship to the existing development boundary for Linton, as set out within the adopted Linton Proposals Map that forms part of the adopted Local Plan (2018). The application site is boarded to the south-west by residential properties in Tower View which are located off Balsham Road. Balsham Road abuts the southern boundary of the site with residential properties opposite the site's southern boundary. To the west of the site, is a green wedge with separates the site from a metal scrapyard. To the north, the site rises up onto the open countryside, with a water tower, which sits at the top of Rivey Hill. The land slopes away from Balsham Road up towards the water tower and is set within a valley.
- 2.3 Under Policy S9 of the Adopted South Cambridgeshire Local Plan (2018) Linton is identified as a Minor Rural Surface Centre, which is the second tier within the settlement hierarchy. Importantly, Linton unlike a number of the other Minor Rural Service Centres, benefits from being situated on land that is outside of the Cambridge Green Belt.
- 2.4 For a settlement of the size of Linton, the village is very well served in terms of facilities, schools and shops, all of which are located within walking distance of the application site. Linton also benefits from a regular bus service to Cambridge and Linton. Table 1 below, provides an overview of services within the village and their distance from the application site:

Service/facility	Closest service/facility	Distance from the site	Cycling Time	Walking Time
Primary School	Linton Heights Junior School	270 metres	1 min	4 mins
	Linton CofE Infant School	1 kilometre	3 mins	12 mins
Secondary School	Linton Village College	2.3 kilometres	8 mins	27 mins
Local Services	The Dog & Duck	1.4 kilometres	5 mins	17 mins
	BP Garage	1.7 kilometres	8 mins	10 mins
	Parish Church of St Mary the Virgin	1.4 kilometres	6 mins	16 mins
	Boswell's Bakery, Linton	1.4 kilometres	6 mins	18 mins

Service/facility	Closest service/facility	Distance from the site	Cycling Time	Walking Time
	Linton FreeChurch URC Church	1.4 kilometres	4 mins	17 mins
	Co-op Food, Linton	850 metres	2 mins	10 mins
	Jigsaw Bakery	800 metres	2 mins	9 mins
	Linton Post Office	1.2 kilometres	3 mins	14 mins
	Linton Pharmacy	1.2 kilometres	3 mins	15 mins
Community facilities	Linton Community Sports Centre	1.9 kilometres	6 mins	23 mins
	Linton Library	1 kilometre	3 mins	12 mins
	Linton Village Hall	1.3 kilometres	4 mins	14 mins
Public Transport	Bus Stop, Parsonage Way	800m	2 mins	9 mins
	Bus Stop, Hill Way	1 kilometre	3 mins	3 mins
	Bus Stop, High Street	1.5 kilometres	5 mins	18 mins
Healthcare	School Street Surgery, Great Chesterford	15.1 kilometres	31 mins	N/A

Table 1: Review of Services and employment facilities within Linton and their proximity to the application site

- 2.5 It is clear from table 1 above, that Linton is a very sustainable location and further housing and employment growth within the village. The bus service provides regular and reliable connection to Cambridge and Haverhill and runs every 30 minutes throughout the day.

3 PROPOSED DEVELOPMENT

- 3.1 The application site is being promoted for a residential lead mixed use development to include an employment area.
- 3.2 Being approximately 9.8 hectares in size, it is considered that the application site has capacity for delivery of up to 300 dwellings. This will include the delivery of a significant proportion of affordable housing and a range of tenures to meet the identified housing need.
- 3.3 The applicants consider that to fully promote a sustainable form of development, it is important to integrate housing and employment growth. In this regard approximately 1 hectare of the site is provided as employment land, for small/start up and medium sized businesses. This part of the site will predominantly be for B1 (Office) uses/innovation space. As shown on the Illustrative Masterplan that supports this submission, the employment area has been located centrally within the development, to provide a hub and focus for the development. It also ensures very good connectivity between the employment space and the surrounding residential parcels.
- 3.4 The applicants are committed to working closely with the Council and local stakeholders to further develop the vision for the site, as part of the Local Plan Process.
- 3.5 The proposals have been informed by an initial Landscape Visual Assessment, prepared by Barton Wilmore, who have influenced a landscape led approach to the illustrative masterplan submitted with this Call for Sites. The proposals include provision for a proposed strong woodland area along the eastern boundary of the site. This will create a strong buffer and provide a natural termination to the east side of the village. In addition, as shown on the Illustrative Masterplan, public open space will be provided within the site, as a public benefit to both new and existing residents.
- 3.6 Further engagement will be held with the Parish Council regarding any facilities / community facilities that they need within the local area.
- 3.7 The proposed site would be accessed from the south onto Balsham Road. Balsham Road benefits from being a straight road with good visibility in both directions and therefore the site is considered to be fully deliverable in this regard.
- 3.8 The benefits of the promotion of a mixed use development is set out in further detail within section 4 of this report.

4 SUITABILITY OF THE SITE FOR DEVELOPMENT

- 4.1 This section sets out that the proposed development would be a sound allocation in planning terms and is the most suitable site to allocate for development in Linton, when considered against the alternatives.

Focus for Growth within emerging Local Plan

- 4.2 The recently adopted South Cambridgeshire Local Plan 2018, focuses much of its allocation to the north and west of Cambridge, in a series of large or new expanded settlements including Bourne Airfield, Cambourne, Northstowe and Waterbeach. As identified within the Inspectors report on the Local Plan, concern was raised in relation to the time that it will take for the major growth sites to be delivered. There was very little growth proposed in the adopted Local Plan around existing villages, particularly in the south and east of Cambridge. Interestingly and over the same period of time, there has been considerable job growth and economic development to the south of Cambridge. This has included the significant growth at the Cambridge Bio- Medical Campus, which also includes the imminent re- location of Papworth Hospital, which is estimated to create a further 30,000 jobs within the Addenbrookes Campus.
- 4.3 It is therefore considered that the joint new Cambridge Local Plan should seek to rebalance the distribution of growth and focus more development to the east and south of Cambridge, particularly within sustainable large and medium sized villages with the number of facilities, such as Linton. As detailed within section 2 Linton has a number of existing facilities that render it a very sustainable location for growth. Linton in particular has a very good access to the Addenbrookes Campus and is situated in very close proximity to Granta Park, science, technology and biopharmaceutical park. Granta Park is located only 3 miles from the application site and has extensive job opportunities. To the east, Linton is only 8 miles from Haverhill, which also has extensive employment opportunities both within the town centre and within the employment/industrial sites on the south side of the town.
- 4.4 Of the Minor Rural Centres identified within policy S/9 of the Local Plan, Linton is located the closest to Granta Park and is the only Minor Rural Service Centre to the east of Cambridge that is not within the Green Belt.

Green Belt

- 4.5 As set out within paragraph 136 and 137 of the NPPF, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Green Belt boundaries should only be altered in exceptional circumstances. As set out in paragraph 137 before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy- making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development.
- 4.6 In order for the Local Plan to be considered as sound in planning terms, it is important that growth within South Cambridgeshire is focused on settlements that are located outside of the Cambridge Green Belt. In this regard, it is noteworthy that of the Minor Rural Service Centres, as identified within policy S/9, Comberton, Fulbourn, Girton and Milton are all within the Green Belt. In addition, Bar Hill and Waterbeach (the latter of which is already accommodating a significant proportion of growth) are located on the edge of the Green Belt. That only leaves Bassingbourn, Gamlingay, Linton, Melbourn, Papworth Everard, Swavesey and Willingham as the available Rural Service Centres that are located outside of the Green Belt. Linton is considered to be served significantly better in terms of services and access to employment than Bassingbourn, Gamlingay, Willingham and Papworth Everard.

- 4.7 Therefore, as one of the most sustainable settlements within South Cambridgeshire and the only Minor Rural Centre that is located to the east of Cambridge, with excellent access to job opportunities, it is considered that Linton represents a logical settlement to accommodate a reasonable proportion of the housing and employment growth required over the plan period.

Sustainability & Deliverability of the Application Site

- 4.8 In our view the application site is the most logical place to allocate for additional growth within Linton. Land to the west side of the village consists of very valuable landscape that is prominent when entering into the village from Cambridge. The west side of Linton is rolling landscape and it is likely that any development on this side of the town would have significant harm to views from Back Road (refer to Appeal Decision APP/W0530/W/17/3179762).
- 4.9 The application site by contrast is set within a valley on the east side of Linton and is significantly less valuable in landscape terms. As set out within the LVA prepared by Barton Wilmore, the site benefits from being visually well enclosed in landscape terms, particularly the southern part of the site, which is within the valley. To ensure that impact of the proposals in landscape terms, is fully mitigated against should development come forward, the applicants are committed to inclusion of the mitigation measures set out within section 6 of the LVA. These mitigation measures include:
- Retaining and enhancing the existing green infrastructure and landscape features within the site.
 - Provision for planting of new native hedgerows and trees along the southern boundary of the site to provide for a landscaped gateway to the site.
 - Delivery of a strong woodland buffer to the east of the site, to screen the proposed development to the east and north- east of the site and provide a natural termination to the village edge
 - Development will respond sensitively to the rise in the land to the north- west of the site, by limiting the height of dwellings in this part of the site.
 - Creation of usable areas of open space and providing good connectivity for pedestrians and cyclists through the site.
- 4.10 As detailed within the LVA, prepared by Barton Wilmore, provided the mitigation measures set out above are included, the site will respond positively to its local landscape setting and become a well- integrated and contiguous element of the existing settlement of Linton.
- 4.11 The approach to landscape mitigation is something that we would be happy to consider and discuss further with South Cambridgeshire District Council as part of the emerging Local Plan process.
- 4.12 In addition to landscape considerations, the road access onto Balsham Way and road network on this side of the village is preferable to the west side of the village. As detailed within section 2 the site is also located in close proximity to key services and facilities within the village.

Employment and Housing Growth

- 4.13 One of the most important factors that sets this proposed site promotion apart from other sites, is that it will provide both much needed housing and employment growth, at an appropriate scale.

- 4.14 The proposed promotion of the site for a residential and employment mixed use development is considered to be in full accordance with the Cambridgeshire and Peterborough Independent Economic Review (2018). The report has been produced by the Cambridgeshire and Peterborough Independent Economic Commission (IEC) which was established in June 2017 and is chaired by Dame Kate Barker. The report is an independent assessment of the Cambridgeshire and Peterborough economy and its potential growth.
- 4.15 The report states that employment growth has not been matched by house-building or developments infrastructure which has consequently pushed up house prices and increased journey times which has intensified congestion. This has meant many have been forced to ensure unpleasant commutes as they've been priced away from Cambridge due to unaffordability. The report states this is negative for people and businesses and is unsustainable in terms of growth.
- 4.16 The report also identifies that Cambridge is rapidly approaching the point where high-value businesses may decide that being based in Cambridge is no longer attractive. This is a stark reality of success; the need to continue to grow and improve to meet the daily needs to people and businesses. The report goes on to state that if nothing is done, the damage to society from continuing drift away of less well-paid workers may become irreplaceable. Furthermore, the aging of the city, will threaten dynamism and the cost of people's mental health of commuting-induced stress and housing insecurity will rise.

“Cambridge is at a decisive moment in its history where it must choose whether it wants to once again reshape itself for growth, or let itself stagnate and potentially wither. We believe the latter would be disastrous for its people and the UK economy. Therefore, we conclude that improvements in infrastructure, and further development, must start in and around Cambridge.”

- 4.17 In addition, as highlighted within the Independent Economic Review (page 59) that there is insufficient supply of space for new start-ups. The proposed employment allocation within this development would assist with providing space for start-up businesses and also take some pressure off of employment space within Cambridge City.
- 4.18 The assertions within this report, are further supported by South Cambridge District Council's Annual Monitoring Report (January 2019), which states that in South Cambridgeshire there has been a year-on-year increase in jobs created in the District. This growth has been constrained by lack of suitable employment sites. The AMR has recorded a year-on-year loss of land on allocated employment site (in 4.40 hectare was lost in 2017-2018) to alternative uses. It is therefore critical that the Council seeks to allocate additional employment land in sustainable locations to meet this need.
- 4.19 It is considered that the proposed employment area, which could be used for small and medium sized/new businesses could be used by new residents moving into the new development, as well as providing an employment facility for existing residents within the village.

Deliverability

- 4.20 As set out on the application forms that accompany this representation, the application site is fully deliverable in planning terms.
- 4.21 In terms of deliverability, the site is under the option of [REDACTED] and they are committed to the early delivery of development on this site. Picking up on concerns raised by the Planning Inspector of the 2018 Local Plan, it is considered important to allocate

sites that can come forward quickly without the need for substantial infrastructure. In this regard [REDACTED] are committed to early delivery of both the housing and the job growth on this site. It is considered that the proposed employment area will further assist in reinforcing Linton status as a very sustainable location for both housing and job growth as part of the emerging Local Plan process. The applicants are happy to work with South Cambridgeshire District Council in terms of the type of employment that this facility could provide.

4.22 [REDACTED] are also happy, to provide further information to demonstrate the deliverability of the site as appropriate.

5 CONCLUSION

- 5.1 This representation has been prepared by Strutt & Parker, on behalf of [REDACTED] to support the allocation of a residential led mixed use scheme for up to 300 dwellings and approximately 1 hectare of land for employment.
- 5.2 The application site has a number of attributes that render it a sound allocation for growth, within the emerging Local Plan:
- It is located in a very sustainable location, with a Key Service Centre outside of the Green Belt
 - Linton is a very sustainable village to accommodate further growth and already has a number of services, villages and excellent education opportunities
 - It is the only Minor Rural Service Centre on the east side of Cambridge, that is outside of the Green Belt. Linton has excellent access to Granta Park and the Biomedical Campus.
 - The application site is situated on the east side of Linton, which is considered to be less sensitive in landscape terms and less constrained in terms of highways and site access, than land to the west of the village.
 - The site benefits from good access onto Balsham Road
 - The application site is being put forward for both residential and employment, which will promote sustainable movement of new residents and further support Linton as a sustainable location for growth.
 - The site is unconstrained and fully deliverable in planning terms.
 - [REDACTED] are committed to detailed engagement with both Planning Officers and statutory and non- statutory consultees, including working closely with the local community in the evolution of the vision for the site.
- 5.3 In light of the above, it there therefore considered that land to the north of Balsham Road, Linton provides an excellent location for development and would be a sound basis for allocation as part of the emerging Local Plan.

APPENDIX A – LOCATION PLAN

Land to North West of Balsham Road, Linton



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Promap
LANDMARK INFORMATION GROUP

APPENDIX B – EMAIL OF LANDOWNER SUPPORT

[REDACTED]

From: [REDACTED]
Sent: 25 March 2019 10:26
To: David Fletcher
Subject: FW: [EXTERNAL] Balsham Road Call for sites

[REDACTED]
Director (Land)
Housebuilding (Central)
[REDACTED]



From: [REDACTED]
Sent: 25 March 2019 10:26
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL] Balsham Road Call for sites

This message originated from outside [REDACTED]

Dear Peter

As the owners of the Balsham Road field in Linton, my family would like [REDACTED] to make representations on our behalf for the promotion of the site within the call for sites process for the South Cambs. up and coming local plan.

Regards

[REDACTED]

This email and any files transmitted with it are confidential and may contain privileged material intended solely for the recipient(s) named above. If you are not the intended recipient of this email please contact the sender immediately and destroy this email. Any views or opinions presented in this email are solely those of the author and might not represent those of [REDACTED] plc or any of its subsidiaries. [REDACTED] and its subsidiaries will not accept any liability in respect of any statements made in this email. Warning: Although [REDACTED] has taken reasonable precautions to ensure no viruses are present in this email, the company cannot accept responsibility for any loss or damage arising from the use of this email or attachments.

[REDACTED] **Registered in England No. 09878920**
Registered Office: [REDACTED]

APPENDIX C – LANDSCAPE VISUAL ASSESSMENT

Balsham Road, Linton: Baseline Landscape and Visual Appraisal Statement

Prepared on behalf of [REDACTED]

March 2019

Balsham Road, Linton: Baseline Landscape and Visual Appraisal Statement

Prepared on behalf of [REDACTED]

Project Ref:	27440/A5
Status:	Issue
Issue/ Rev:	-
Date:	March 2019
Prepared by:	DM
Checked by:	MDC
Authorised by:	MDC

Barton Willmore LLP
7 Soho Square
London
W1D 3QB

Tel: 020 7446 6888
Fax: 020 7446 6889
Email: [REDACTED]

Ref: 27440/A5
Date: March 2019
Status: Issue

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ILLUSTRATIVE MATERIAL

Figure 1: Site Context and Visual Appraisal Plan

Figure 2: Topographical Features Plan

Figure 3: Site Appraisal Plan

Figure 4: Opportunities and Constraints Plan

Site Appraisal Photographs (A-E)

Site Context Photographs (1-5)

1.0 INTRODUCTION

- 1.1 Barton Willmore LLP has been commissioned by [REDACTED] to undertake a Baseline Landscape and Visual Appraisal Statement (LVA) and appraisal of the opportunities and constraints to development on land north of Balsham Road, Linton (**referred to as 'the Site'**) within the administrative boundary of South Cambridgeshire District Council (SCDC) for **residential development (the 'Proposed Development')** to be submitted as part of the emerging Greater Cambridge Local Plan call for sites process.
- 1.2 This document forms part of the Call for Sites Consultation Statement as prepared by Strutt and Parker, on behalf of [REDACTED], which also includes for a Sketch Masterplan within Appendix B of the document that has been informed by the findings of this baseline landscape and visual appraisal.
- 1.3 The extents of the Site are as outlined by the red boundary on Figure 1: Site Context and Visual Appraisal Plan.

2.0 LANDSCAPE CONTEXT AND SITE APPRAISAL

- 2.1 A comprehensive landscape and visual appraisal of the Site and the surrounding environment were undertaken in April 2017. Figure 1: Site Context and Visual Appraisal Plan illustrates the existing features and characteristics of the Site and its surroundings. Site Appraisal Photographs A - E illustrate the existing features and characteristics of the Site. The locations from which the Site Appraisal Photographs were taken are shown on Figure 3: Site Appraisal Plan.

Site Description

- 2.2 The Site comprises a single arable field immediately adjacent to Balsham Road to the south-east and residential development on Tower View and Paynes Meadow to the south and south-west within the administrative boundary of South Cambridgeshire District Council, as shown on Figure 1.

Settlement Pattern

- 2.3 The Site is situated immediately adjacent to existing residential development on the northern edge of the settlement of Linton (Site Appraisal Photographs B-D). The residential properties along Tower View are single storey bungalows of post-war architectural style and finishing. A more recent development comprising two-storey residential properties is situated at Paynes Meadow immediately adjacent to the south-western corner of the Site.

Topography and Hydrology

- 2.4 The landform of the wider study area, as shown on Figure 2: Topographical Features Plan, indicates that the Site sits on the edge of the shallow River Granta valley, which extends broadly north-west to south-east from Great Abington to Bartlow. The topographical variation ranges from approximately 35m AOD at its lowest to 75m AOD along the valley sides. Ridgelines of elevated ground at approximately 115m AOD extend to the north-east and south-west respectively.
- 2.5 The Site rises in topography from the south-east corner at 55m AOD to the north-west corner at 70m AOD (Site Appraisal Photograph A), making the north-west corner of the Site more visually exposed. Existing properties at Paynes Meadow lie at 60m AOD to the west of the Site, whilst properties along Tower View lie at between 55-50m AOD. Rivey Hill lies at 112m AOD approximately 500m north of the Site.

Vegetation and Field Pattern

- 2.6 The landscape of the Study Area is characterised by large scale arable field patterns delineated by hedgerows and interspersed by small-medium sized woodland blocks.
- 2.7 The southern boundary of the Site with Balsham Road, one of the few stretches of the road where no hedgerow exists (Site Appraisal Photographs A-C), allows open views into the Site from Balsham Road. The remaining three boundaries of the field in which the Site is located are marked by native hedgerows with trees of varying condition.

Access and Rights of Way

- 2.8 The Site is located immediately adjacent to the B1052 Balsham Road which extends from the A1307 to the south of Linton and extends around the bottom of Rivey Hill before extending north to Balsham. The Icknield Way National Trail passes north-south through the western extents of Linton before extending clockwise around the northern edge of Rivey Wood. A bridleway (146/20) runs north from Back Road in the centre of Linton continuing north along the western boundary of the Site and along the eastern edge of Rivey Wood.

Designations

- 2.9 There are no landscape designations within or immediately adjacent to the Site and no spatial or functional designations of landscape relevance, such as Green Belt. There is an area of Ancient Woodland approximately 84 m to the north-western corner of the Site, known as Rivey Wood. There is a Grade II Listed water tower to the north of the woodland and this is seen rising above it (Site Appraisal Photograph A - E), forming a local landmark within the immediate area, particularly from Balsham Road.

3.0 LANDSCAPE POLICY CONTEXT

- 3.1 Policy of relevance to landscape and visual considerations has been published at a national and local level. A summary of the policies of particular relevance to the Site and Proposed Development are provided below.
- 3.2 At a national level, the National Planning Policy Framework (NPPF), updated in February 2019, includes focus, among other points, on: protecting and enhancing the natural and built environment (paragraph 8); creating a strong sense of place sympathetic to local character and optimising the potential of the Site to accommodate development, including green space (paragraph 127); recognising the intrinsic character and beauty of the countryside (paragraph 170); and developing green infrastructure networks.
- 3.3 At present, Cambridge City Council and SCDC have recently adopted Local Plans (2018), which contain policies with a commitment to produce a Joint Local Plan, known as the Greater Cambridge Plan for examination by 2022. This includes the current call for sites process of which the Site is to be considered within.
- 3.4 At a district level, the adopted SCDC Local Plan (2018) contains policies relevant to landscape and visual matters, which comprise; Policy S/2 (Objectives of the Local Plan), Policy S/3 (Presumption in Favour of Sustainable Development), Policy S/9 (Minor Rural Centres), Policy CC/8 (Sustainable Drainage Systems), Policy HQ/1 (High Quality Design), Policy HQ/2 (Public Art and New Development), Policy NH/2 (Protecting and Enhancing Landscape Character), Policy NH/6 (Green Infrastructure), Policy NH/13 (Important Countryside Frontage) and Policy NH/14 (Heritage Assets).
- 3.5 Despite being superseded by the adopted Local Plan (2018) the following evidence base documents still represent material considerations in planning decisions for SCDC:
- SCDC District Design Guide SPD (2010)
 - Cambridgeshire Green Infrastructure Strategy (2011)
 - Trees and Development Sites SPD (2009)
 - Landscape in New Developments SPD (2010)
 - Open Space in New Developments (2009)
- 3.6 At a neighbourhood level, Linton is not covered by a made Neighbourhood Development Plan (NDP).

4.0 LANDSCAPE CHARACTER CONTEXT

4.1 The landscape character of the Site and Study Area is described within published Landscape Character Assessments at different scales, from national to district. These are supplemented by an assessment of the character of the Site. A comparison of the character of the Site and its surroundings aids the understanding of the contribution that the Site makes to the wider landscape character and value.

4.2 This chapter identifies the Landscape Character Areas (LCAs) in which the Site and its surroundings are located. The key characteristics of each of these landscape character areas and types are summarised below. Landscape guidance for each of the identified character areas is set out at the end of this chapter.

Published Landscape Character Assessment

National Character Area 87: East Anglia Chalk

4.3 At a national level, the Site is situated within National Character Area (NCA) 87: Chalk Downs. Key characteristics relevant to the Site and Study Area are as follows:

- *"Distinctive chalk rivers, the River Rhee and River Granta, flow in gentle river valleys in a diagonally north-west **direction across the NCA (...)**"*
- *The rolling downland, mostly in arable production, has sparse tree cover but distinctive beech belts along long, straight roads. Certain high points have small beech copses **or 'hanger', which are prominent and characteristic features in the open landscape. In the east there are pine belts. (...)***
- *Settlement is focused in small towns and in villages. There are a number of expanding commuter villages located **generally within valleys (...)**".*

East of England Landscape Framework (2010)

4.4 The regional level assessment indicates the Site is situated partially within both the Landscape Character Type (LCT) Lowland Village Chalklands and LCT Chalk Hill and Scarps.

4.5 Character descriptions relevant to the Site include:

- *"Lowland Village Chalklands - Low lying, but gently rolling arable landscape, dissected by small streams, with a distinctive pattern of nucleated villages and a patchwork of woodlands and shelterbelts.*
- *Chalk Hill and Scarps - Low lying, but gently rolling arable landscape, dissected by small streams, with a distinctive pattern of nucleated villages and a patchwork of woodlands **and shelterbelts".***

Cambridgeshire Landscape Guidelines – A Manual for Management and Change in the Rural Landscape (1991)

4.6 The county level assessment indicates the Site is situated within Character Area 2: Chalklands of which the following characteristics are relevant to the Site:

- **"Smooth, rolling profile to rising ground.**
- *Wooded escarpment emphasises landform.*
- *Beech hanger forms strong focal point on brow of hill.*
- *Good hedgerows and woodlands emphasise rolling landform **and give sense of scale"** (p.42).*

South Cambridgeshire District Council District Design Guide SPD (adopted March 2010)

4.7 The District Design Guide forms part of the SCDC planning framework and includes a section covering Village Landscape and Settlement Analysis. The Site falls within Landscape Character Area (LCA) B: The Chalklands of which the following characteristics are relevant to the Site:

- **"A distinctive landform of smooth rolling chalk hills and gently undulating chalk plateau.**
- *A mostly large-scale arable landscape of arable fields, low hedges and few trees, giving it an open, spacious quality (...)*
- *Small beech copses on the brows of hills, and occasional shelterbelts, are important features.*
- *Shallow valleys of the River Ganta and River Rhee have a **rich mosaic of grazing meadows and parkland (...)***
- *Mostly strong rural character, though this is disrupted immediately adjacent to major roads such as the A505 and **the M11"** (p.34).*

Contribution of the Site to Published Landscape Character

4.8 Barton Willmore LLP undertook a localised character assessment of the Site and its surroundings. This local level character assessment considered the key characteristics of the published landscape character assessments outlined above, which determined that the Site broadly accords with the characteristics identified in the wider published landscape character assessments, due to the fact that it is a large arable field situated on the southern slope of rising land to the north towards Rivey Hill, with boundaries delineated by hedgerows and Balsham Road. In terms of landscape rarity, the Site comprises common features found across the character area. At present, the Site is an arable grassland bounded by hedgerows with the northern hedgerow demonstrating degradation and is not covered by any statutory landscape designation.

Management and Guidance

- 4.9 Advice and recommendations contained in the Published Landscape Character Assessments, relevant to the Site are summarised below.

National Character Area 87: East Anglia Chalk

- 4.10 NCA: 87 sets out four Statements of Environmental Opportunity (SEO) of which the following are relevant to the Site:

- **"SEO 3: Conserve and promote the landscape character, geodiversity, historic environment and historical assets of the chalklands, including the open views of undulating chalkland, large rectilinear field pattern and linear ditches, strong equine association and the Icknield Way prehistoric route. Improve opportunities to enhance people's enjoyment of the area while protecting levels of tranquillity;**
- *SEO 4: Conserve the settlement character and create or enhance sustainable urban drainage systems and green infrastructure within existing and new developments, particularly in relation to the urban fringe and growth areas such as south-east Cambridge, to provide recreation opportunities, increase soil and water quality and enhance landscape character".*

- 4.11 Within these broad SEOs there are specific relevant landscape opportunities that are as follows:

- **"Protect the character and integrity of the rural landscape** by conserving its mosaic of cultural heritage and natural assets, semi-natural habitats and historic buildings and archaeological features.
- *Identify and conserve views to and from key viewpoints and landmarks by careful design and vegetation management, minimising the visual impact and effects of development, woodland planting and scrub encroachment.*
- *Conserve and enhance the land use pattern, valued farmland species and productivity of the landscape by securing sustainable forestry and agricultural activity. This includes conservation of small farm woodlands, historic hedgerows, farmland birds and arable weeds.*
- *Secure sustainable development which also reflects traditional local building styles and materials. Where landscape character and features are degraded by development, identify opportunities to redevelop areas and infrastructure. Encourage the widespread use of red brick and other local building materials and styles through the use of design guidance and strict planning control. Create strong visions in the urban fringe as it is developed, as this will contribute positively to the sense of place.*
- *Seek to reduce threats to natural and historic features by conserving or restoring their setting, addressing the problem of fragmentation particularly associated with chalk grassland. Work at a landscape scale which reflects the*

ecosystem approach, ecological network approach and historic character.

- *Conserve, enhance and create new public access infrastructure, access links and accessible natural and cultural features, especially near settlements, in order to enhance the transitional areas between urban landscape and countryside.*
- *Plan for the regeneration and replanting of existing, predominately small, hill-top beech plantations. Make sure that the resilience of woodland to climate change impact is understood and acted upon; particularly the valued beech woodland which is vulnerable. Consider new species compositions and secure woodland across a variety of aspects.*

Cambridgeshire Landscape Guidelines – A Manual for Management and Change in the Rural Landscape (1991)

4.12 Guidelines of relevance for the Chalklands character area are set out as follows:

- *"Planting new mixed woodlands and shelter belts: carefully sited to enclose large tracts of rolling farmland and **emphasise landforms (...)***
- *Hedgerows: selected hedgerows should be reinforced, or managed for particularly significant impact, based upon their visual and wildlife potential. Historically significant hedgerows should be carefully conserved, and new hedges **planted to emphasise the existing landscape"** (p.43).*

South Cambridgeshire District Council District Design Guide SPD (adopted March 2010)

4.13 Guidelines of relevance for LCA B: The Chalklands are set out as follows:

- ***"Maintain the distinctive, settlement pattern of the area and its local context (...)***
- *Enhance village gateways and, where appropriate, consider provision of avenue planting on village approaches.*
- *Take opportunities to create new village greens and/or wildlife areas within new developments.*
- *Ensure new developments reflect the form, scale and proportions of the existing vernacular buildings of the area and pick up on the traditional building styles, materials, colours and **textures of the locality (...)***
- *Retain hedges along roads.*
- *Enclose boundaries facing the street on village peripheries **with hedge and tree planting"** (p.39).*

5.0 VISUAL APPRAISAL

- 5.1 A comprehensive landscape and visual appraisal was undertaken in April 2017. Five Site Context Photographs were selected from those taken to represent views towards the Site from near, middle and long distance views. Photographs were taken from a range of directions and distances, taking into account the topography and designated areas, under winter conditions, where the potential visibility of the Site is at its greatest in line with guidance set out in GLVIA 3. The location of the viewpoints are demonstrated on Figure 1 and copies of the photographs are included within the Illustrative Material which accompanies this document. Site Appraisal Photographs are referenced where necessary to provide an understanding of near distant views of the Site.
- 5.2 The visual appraisal was undertaken to determine the relationship of the site with its surroundings and its approximate extent of visibility within the wider landscape from publicly accessible viewpoints (primarily roads, footpaths and open spaces), to determine the approximate extent of the area from which the Site is visible from the eye level of a person standing on the ground. The visibility of the Site is predominantly influenced by landform and the extent and type of vegetation cover and built elements within the surrounding landscape. Baseline studies of these features enabled the identification of the potential visibility of the Site from the surrounding area, to be tested through fieldwork.
- 5.3 Direct near distance views into the Site are possible from Balsham Road, primarily from the stretch along the south-eastern boundary of the field in which the Site is located due to the absence of boundary vegetation (Site Appraisal Photographs A-C). Views to the north from within the northern edge of Linton demonstrate a rising topography to the north and north-west with Rivey Wood sitting on the edge of the elevated landform of Rivey Hill (Site Context Photograph 1).
- 5.4 Middle distance views from the north and north-west beyond Rivey Hill and Rivey Wood would be screened by intervening woodland and undulating topography. Views to the south from near to Rivey Hill Farm Cottages are filtered by mature hedgerow vegetation and built form on the northern edge of Linton is partially visible. (Site Context Photograph 4).
- 5.5 Views towards the Site from PRow 146/20, which extends north-south along the western boundary, are filtered by hedgerow and tree vegetation and where the vegetation is less dense, glimpsed views across the Site of built form on the northern edge of Linton are possible (Site Context Photographs 2 and 3).

- 5.6 Longer distance views across the valley are possible from the A130 east of Linton with the Water Tower, on the locally prominent landform of Rivey Hill, visible set adjacent to Rivey Wood (Site Context Photograph 5). In these views the Site is not visible.

6.0 DEVELOPMENT PRINCIPLES

Landscape and Visual Opportunities and Constraints

6.1 A robust analysis of the landscape and visual baseline of the Site has highlighted the following opportunities and constraints to development that have been considered as part of the masterplan process for the Site and indicated through Figure 4: Opportunities and Constraints Plan and the [REDACTED] Sketch Masterplan under Appendix B of the Call for Sites Consultation Statement prepared by Strutt and Parker.

6.2 Key development principles of note are as follows:

- Existing green infrastructure and landscape features within the Site would be retained and enhanced, primarily hedgerows, which would also support contribution to local landscape character.
- New native hedgerows and oak trees would be established along the southern boundary of the Site as well as a substantial native woodland block to the eastern boundary to soften the transition of built form, lessen the perceived massing and respond to locally characteristic features.
- Creation of strong east-west green infrastructure routes to account for the gently rising topography to the north-west and help integrate and soften built form within the landscape as well as benefiting biodiversity.
- Development would reflect the context of Linton in terms of scale, massing and typology, particularly noting the proximity of single storey properties along Tower View to the southern boundary.
- Development would respond sensitively to the land that rises to the north-west of the Site, which creates a more visually exposed area and focus areas of development areas relative to the adjacent existing built form and limited to two-storeys. The water tower to the north-east of Rivey Wood is a local landmark as is Rivey Hill and Wood. Development should be located so as to protect the setting of the hill, wood and tower as well as ensuring development has the minimum effect on the skyline.
- Materials and typologies would reflect the distinctive local character, seeking to restore the character of this part of Linton.
- Creation of local open space, which is well-designed, in keeping with the village setting and responds to the requirements set out in SCDC planning policy.
- Improve pedestrian connections and provide new connections to supplement limited access to PRowS in the surrounding area.
- Incorporation of SuDS features to enhance biodiversity and manage surface water runoff.

7.0 SUMMARY AND CONCLUSION

Landscape Context and Site Appraisal

- 7.1 The Site comprises a single arable field immediately adjacent to Balsham Road to the south-east and residential development on Tower View and Paynes Meadow to the south and south-west. The Site rises in topography from the south-east corner at 55m AOD to the north-west corner at 70m AOD, making the north-west corner of the Site more visually sensitive. The southern boundary of the Site with Balsham Road, one of the few stretches of the road where no hedgerow exists, allows open views into the Site from Balsham Road. The remaining three boundaries of the field in which the Site is located are marked by native hedgerows with trees. There are no landscape designations within or immediately adjacent to the Site and no spatial or functional designations of landscape relevance, such as Green Belt. There is a Grade II listed Water Tower 390m to the north of the Site, which forms a locally identifiable feature in the landscape.

Landscape Character

- 7.2 The Site broadly accords with the characteristics identified in the wider published landscape character assessments due to the fact that it is a large arable field situated on the southern slope of rising land to the north towards Rivey Hill with boundaries delineated by hedgerows and Balsham Road. In terms of landscape rarity, the Site is formed of common features found across the character area. At present, the Site is an arable grassland bounded by hedgerows with the northern hedgerow demonstrating degradation and is not covered by any statutory landscape designation.

Visual Appraisal

- 7.3 Direct near distance views into the Site are possible from Balsham Road, primarily from the stretch along the south-eastern boundary of the field in which the Site is located due to the absence of boundary vegetation. Middle and longer distance views from further north of Rivey Hill and Rivey Wood would be largely restricted by intervening topography and woodland. Longer views from the south-east across the valley demonstrate the Water Tower, on the locally prominent landform of Rivey Hill, visible set adjacent to Rivey Wood. The Site is not directly visible at present however, the introduction of built form would potentially introduce built elements into views from the south-east although where visible would be seen adjacent to the built northern edge of Linton and against a well-wooded backcloth.

Policy and Evidence Base

- 7.4 Key policies relevant to the Site as identified under Section 3.0 relates to the protection and enhancement of the character of the countryside, including the protection and enhancement of landscape features such as trees and hedgerows. High quality design and promotion of local distinctiveness are also identified within SCDC planning policy.

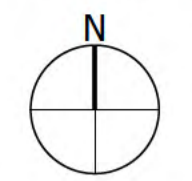
Development Principles

- 7.5 It can be considered that by implementing the mitigation measures highlighted in section 6.0 of this report, the Site would respond positively to its local landscape setting and become a well-integrated contiguous element of the existing settlement of Linton.


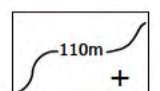













Conclusion

- 7.6 Overall, it is considered that based on the context of the Site and relationship with existing settlement pattern and built up edge, which defines the southern and eastern boundaries of the Site; the Site could successfully accommodate appropriate built form that is sympathetic and responds sensitively to the local landscape character, undulating topography and existing landscape features. Proposed development would be underpinned by a well-considered landscape strategy that aids in the visual and physical integration of the scheme within the receiving local landscape.

APPENDIX D – BACKGROUND PLANS AND PHOTOS



LEGEND

-  Site Boundary
-  Contours/Spot Heights (Metres AOD) ^
-  Approximate Location of Rectangular Crop Mark
-  Public Rights of Way *
- Landscape and Visual Opportunities and Constraints**
Landscape Sensitivity and Development Capacity
(and Green Infrastructure Feature)
-  Low Density Development with space for large trees
-  Medium Density Development
-  Native woodland planting
-  New Footpath Link
-  Unofficial Footpath
- Green Infrastructures**
-  Retain/ Reinforce Existing Structural Planting
-  Proposed Native Hedgerow
-  Create New Green Infrastructure Linking with Existing Wider Network
-  Water Tower
-  Views into Site
-  Partial Views into Site

Sources:
 * OS Mapping
 # Natural England GIS Data Set
 - Historic England National Monument Record GIS Data Set
 + Kennet Council Definitive Map
 + Sustrans National Cycle Network GIS Data
 ++ Department of Transport Cycle Network Model
 Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation. Inevitably, using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

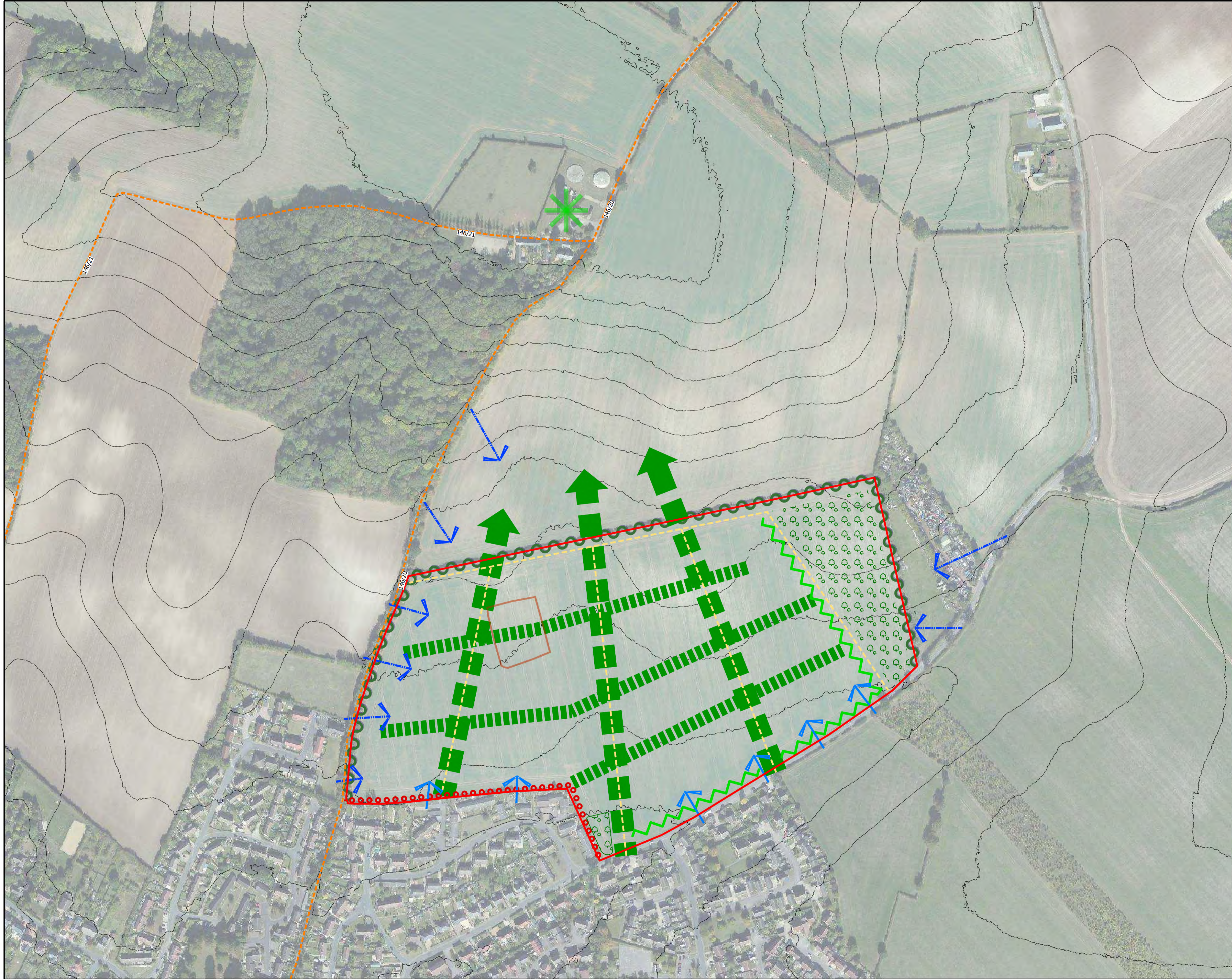


FIGURE 4
 Project
 Balsham Road, Linton

Drawing Title
Opportunities and Constraints Plan

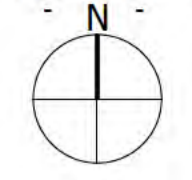
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27440	L1	-	

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Legend

- Site Boundary
- LPA Boundary ^
- Ancient Woodland #
- Existing Woodlands, Copses and Tree Belts ^
- Existing Scrub ^
- Existing Water Courses and Features ^
- Contours/Spot Heights (Metres AOD) ^
- Public Rights of Way *
No. _____
- Countryside Rights of Way Access Areas #
- Listed Buildings ~
- Conservation Area ##
- Scheduled Monument ~
- Sites of Special Scientific Interest #
- Landscape Character**
- National Character Area (NCA) Profiles #**
- NCA 86: South Suffolk and North Essex Clayland
- NCA 87: East Anglian Chalk
- South Cambridgeshire Landscape Character Areas ** (Apprx.)**
- South East Claylands
- Chalklands
- Visual Appraisal**
- Location of Photographic Viewpoints (Site Context Photographs: 1-5)

Sources:
 - OS Mapping
 - Natural England GIS Data Set
 - Historic England National Monument Record GIS Data Set
 - Cambridgeshire County Council and Essex County Council PROW GIS Data
 - Department of Transport Cycle Network Model
 - South Cambridgeshire District Council Local Plan 2018 Proposed Map Adopted
 - South Cambridgeshire District Council Design Guide SPD, March 2010
 - South Cambridgeshire District Council Design Guide SPD, March 2010
 Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation. Inevitably, the British National Grid and many local features may not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

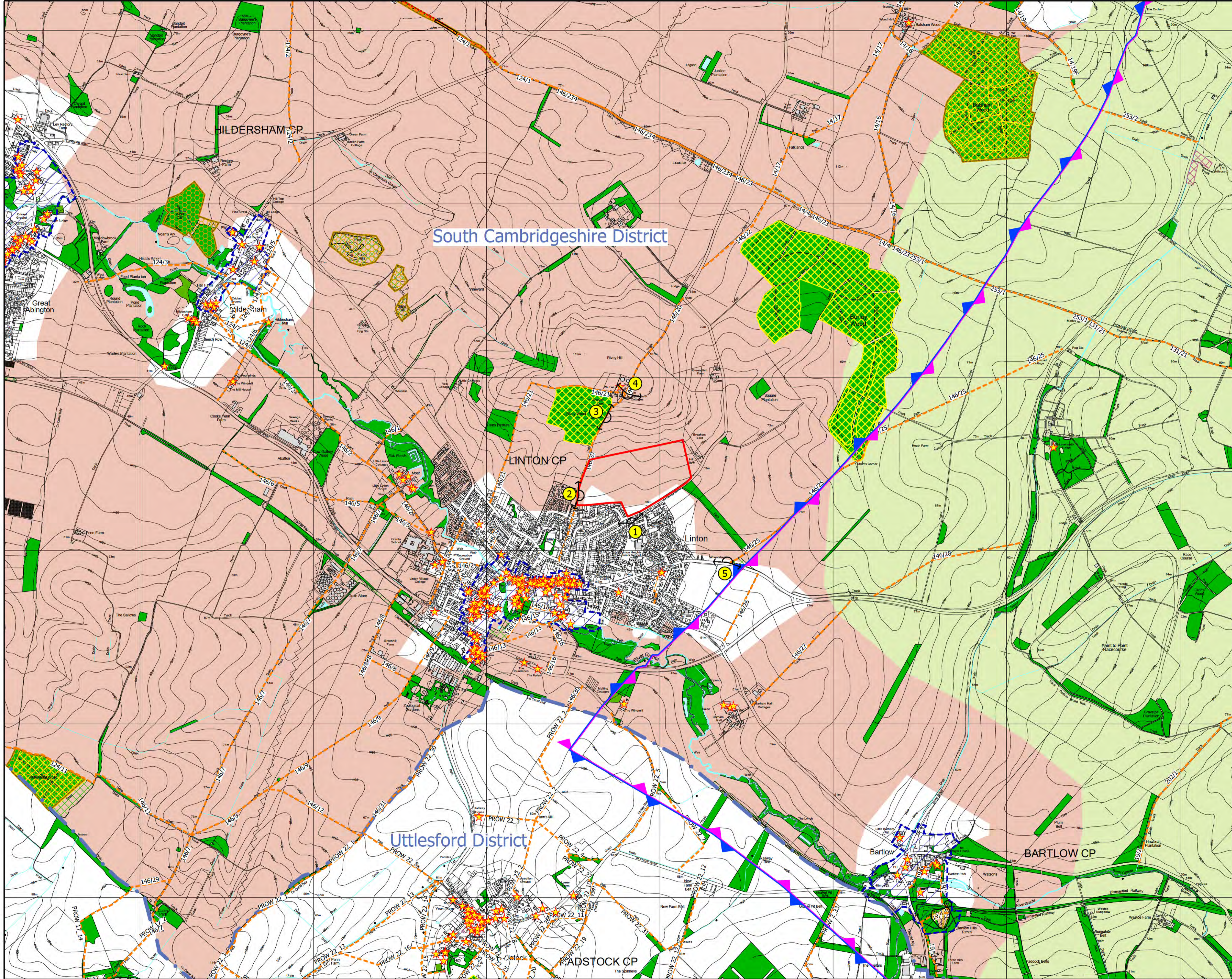


FIGURE 1

Project
Balsam Road, Linton

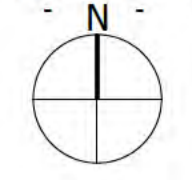
Drawing Title
Site Context and Visual Appraisal Plan

Date	20.03.2019	Scale	1:10,000 @A1 1:20,000 @A3	Drawn by	GS	Check by	DM
Project No	27440	Drawing No	LN-LP-01	Revision	-		



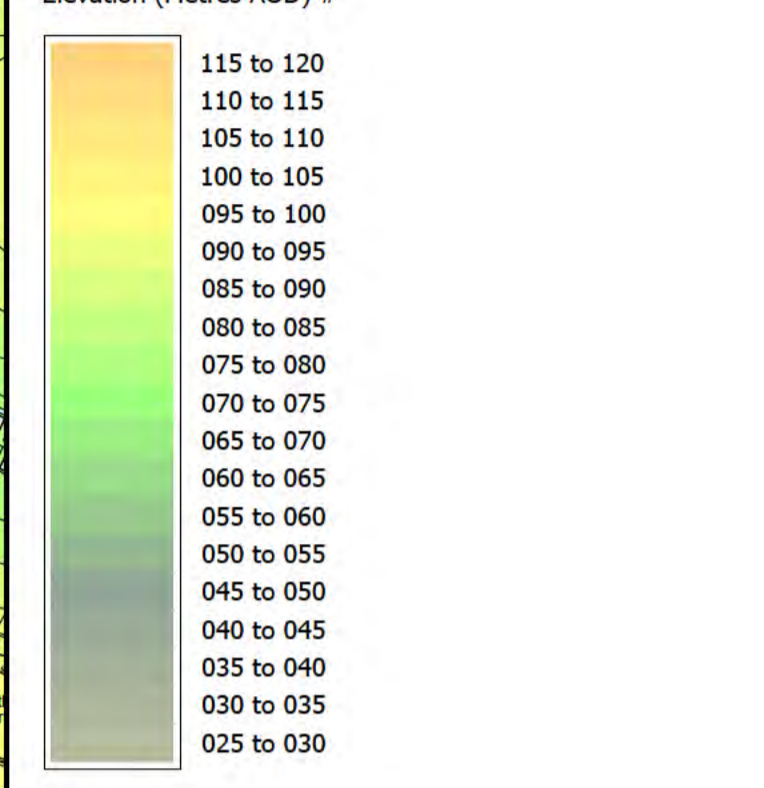
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Legend

- Site Boundary
- Existing Water Courses and Features
- Ridgelines
- Valleys
- Contours/Spot Heights (Metres AOD) #



Sources:
 # OS Mapping
 # OS Terrain 50
 Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

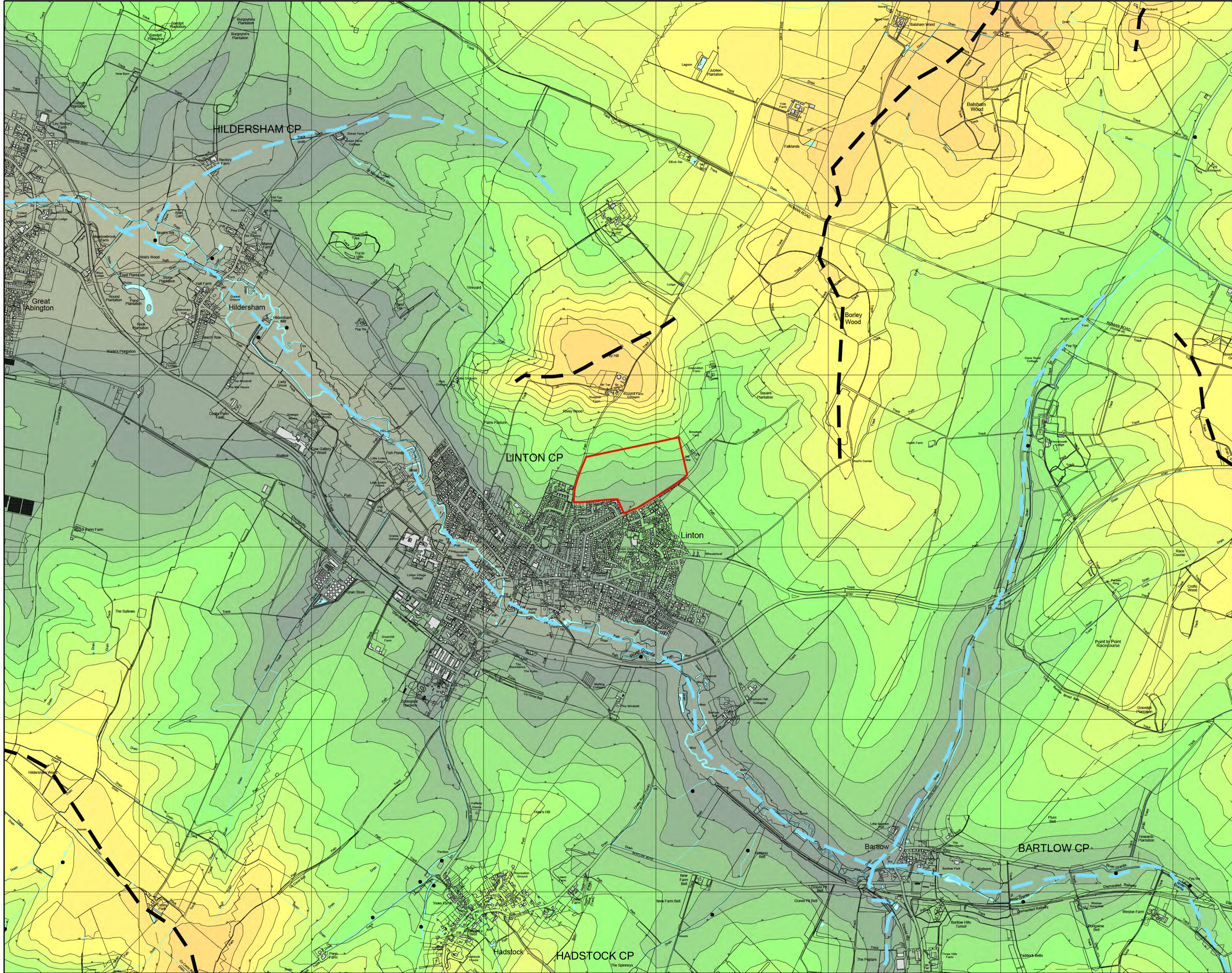


FIGURE 2
 Project
 Balsham Road, Linton

Drawing Title
Topographical Features Plan

Date 20.03.2019	Scale 1:10,000 @A1 1:20,000 @A3	Drawn by GS	Check by DM
Project No 27440	Drawing No LN-LP-02	Revision -	

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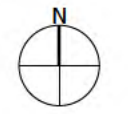


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LEGEND

-  Site Boundary
-  Ancient Woodland #
-  Contours/Spot Heights (Metres AOD) ^
-  Public Rights of Way *
-  Location of Photographic Viewpoints (Site Appraisal Photographs: A-E)



Sources:
 ^ OS Mapping
 # Natural England GIS Data Set
 * Cambridgeshire County Council PkOW GIS Data

Data collated for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

FIGURE 3

Project
 Balsham Road, Linton

Drawing Title
 Site Appraisal Plan

Date 20.03.2019	Scale 1:2,500 @A3	Drawn by GS	Check by DM
Project No 27440	Drawing No LN-LP-03	Revision -	



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Google Earth aerial photograph captured in July 2018



SITE APPRAISAL PHOTOGRAPH A



SITE APPRAISAL PHOTOGRAPH B



SITE APPRAISAL PHOTOGRAPH C

BALSHAM ROAD, LINTON

SITE APPRAISAL
PHOTOGRAPHS: A - C

DATE TAKEN: APR 2017
PROJECT NUMBER: 27440

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SITE APPRAISAL PHOTOGRAPH D



SITE APPRAISAL PHOTOGRAPH E

BALSHAM ROAD, LINTON

SITE APPRAISAL
PHOTOGRAPHS: D - E

DATE TAKEN: APR 2017
PROJECT NUMBER: 27440

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SITE CONTEXT PHOTOGRAPH 1: VIEW NORTH FROM A SIDE ROAD OF BALINGDON LANE



SITE CONTEXT PHOTOGRAPH 2: VIEW EAST FROM PROW 146/20



SITE CONTEXT PHOTOGRAPH 3: VIEW EAST FROM PROW 146/20

BALSHAM ROAD, LINTON

SITE CONTEXT
PHOTOGRAPHS: 1 - 3

DATE TAKEN: APR 2017
PROJECT NUMBER: 27440

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SITE CONTEXT PHOTOGRAPH 4: VIEW SOUTH FROM RIVEY HILL



SITE CONTEXT PHOTOGRAPH 5: VIEW NORTH FROM HORSEHEATH ROAD

BALSHAM ROAD, LINTON

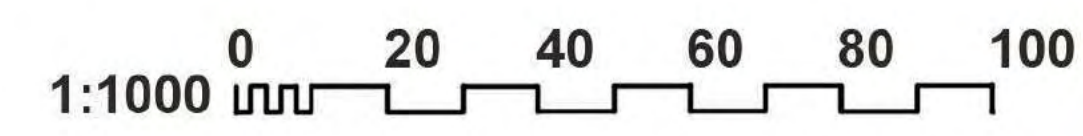
SITE CONTEXT
PHOTOGRAPHS: 4 - 5

DATE TAKEN: APR 2017
PROJECT NUMBER: 27440

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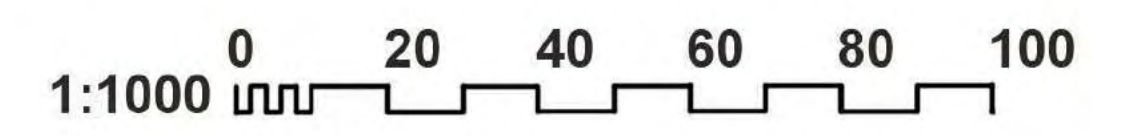


Balsham Road Linton - Sketch 09 - March 2019 1:1000 @ A1

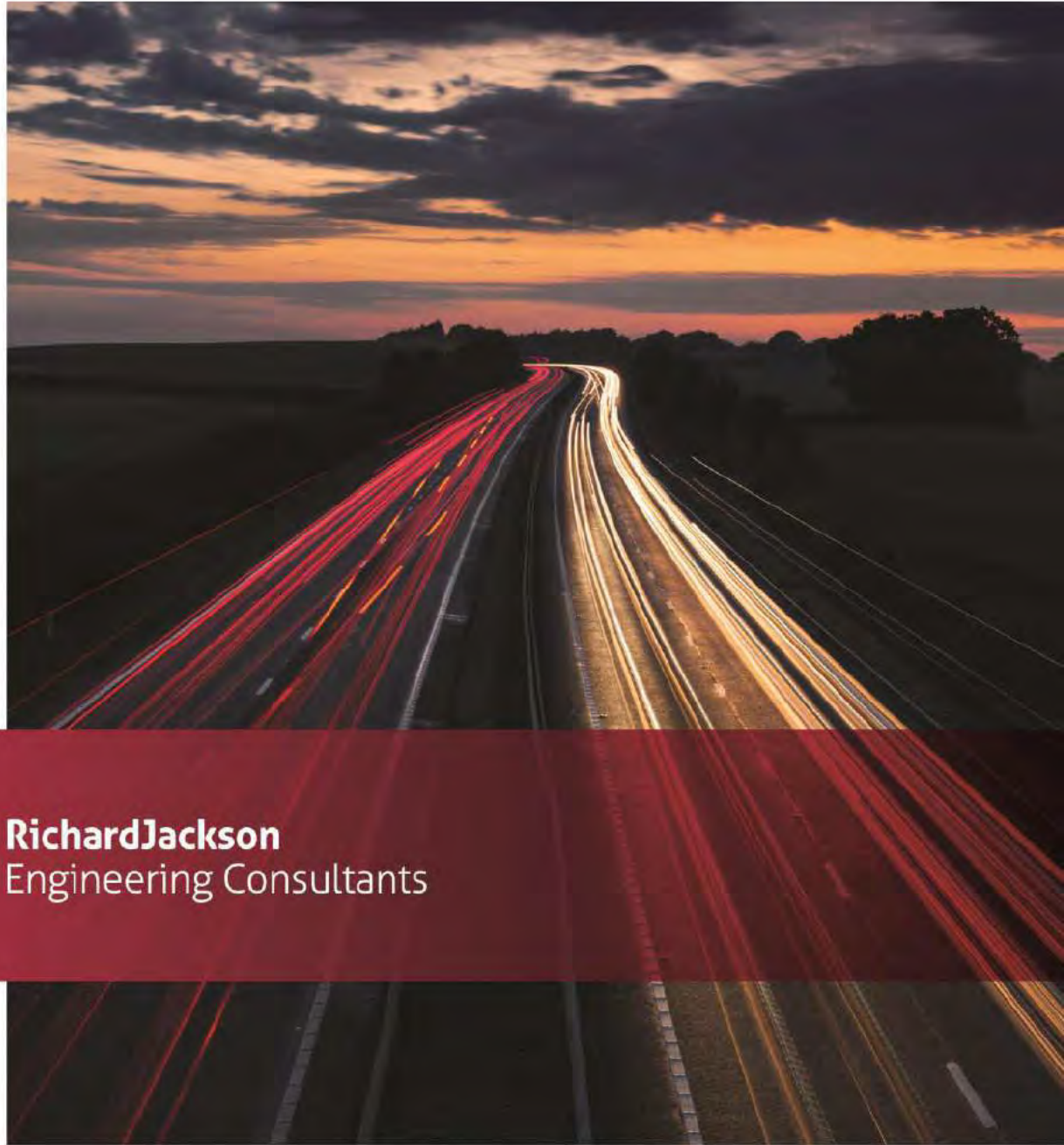




Balsham Road Linton - Sketch 09 - March 2019 1:1000 @ A1



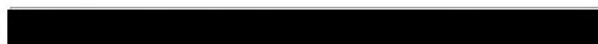
APPENDIX 2: TRANSPORT APPRAISAL



Richard Jackson
Engineering Consultants

TRANSPORT APPRAISAL REPORT

Land North West of Balsham Road, Linton



February 2020

Project no: 60507

Document Review Sheet: -

Document prepared by: - *Raymond Long BSc (Hons) IEng MCIHT MICE*
on behalf of Richard Jackson Ltd

Date: - 19 February 2020

Document checked by: - *Duncan Palmer BSc (Hons) MCIHT MTPS*
on behalf of Richard Jackson Ltd

Date: - 19 February 2020

Document Approved by: - *Raymond Long BSc (Hons) IEng MCIHT MICE*
on behalf of Richard Jackson Ltd

Date: - 21 February 2020

Document Status

DRAFT

FINAL

Revision Status

Issue	Date	Description	Prepared	Checked	Approved

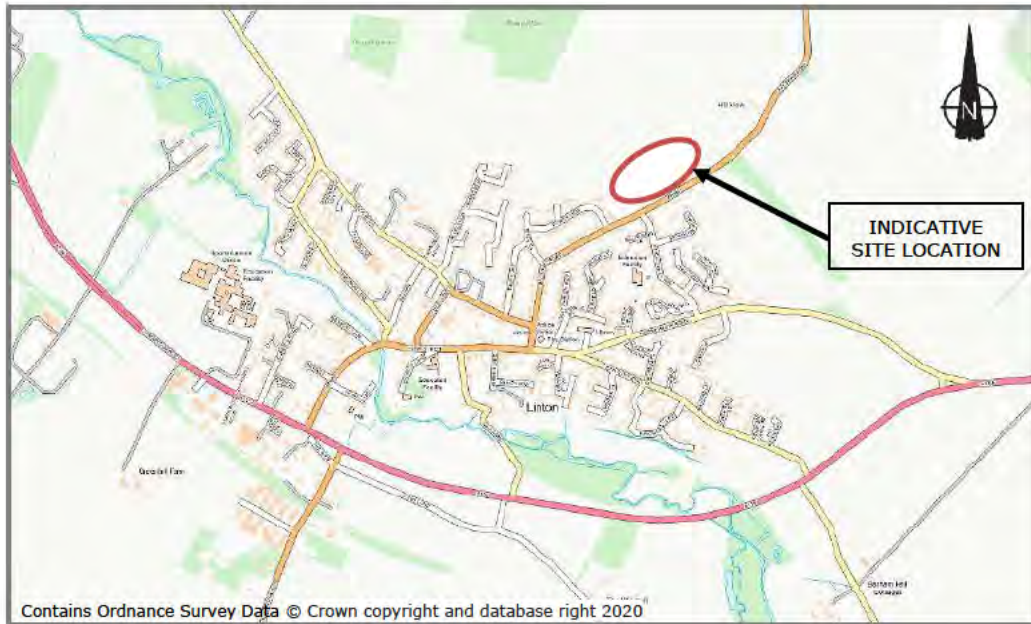
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Title: TRANSPORT APPRAISAL REPORT
 Project: Land North West of Balsham Road, Linton
 Client: [REDACTED]
 Project No.: 60507

1. Introduction
 - 1.1. Richard Jackson Ltd have been instructed by [REDACTED] to consider the transport aspects for a potential development northwest of Balsham Road, Linton. The site comprises of greenfield land and is approximately 14ha in size. The assessment for access and transportation elements for land northwest of Balsham Road, Linton has been made on the basis of the proposed 300 dwelling quantum plus an allowance for a small area of employment.
 - 1.2. This assessment considers current policy with regards to access for the development and accessibility, which are addressed in following matters including potential mitigation for offsite infrastructure.
 1. Access and offsite assessment of highways.
 2. Location and accessibility to services.
 3. Transportation links including pedestrian, cycle and public transport modes.
 4. Development trip generation.
 5. Traffic routes towards and from Linton.
 6. Highway/transportation improvements.
 - 1.3. The site is located off Balsham Road (B1052) in Linton with a grid reference of 556770, 247400 and an approximate postcode of CB21 4UW. The site location is shown indicatively in Figure 1. To the southwest of the site is residential dwellings on Tower View with the B1052 Balham Road to the southeast. To the west and north of the site, there are agricultural fields. Further south is the centre of Linton and the local schools.

Figure 1 – Site Location Plan



- 1.4. The site resides on the edge of the suburbs of Linton, within South Cambridgeshire, with an approximate population of 4,604 (taken from the 2011 Census data for Linton). The village is situated north of the A1037 which connects Haverhill to the east and Cambridge to the north-west and on to the A1 north of Alconbury (however quicker routes are available to the northwest of Cambridge). To the west of Linton, the A11 stretches between Norwich to the northeast and the M11 to the southwest. Linton is approximately 15.7km southeast of Cambridge city centre, 10.5km east of Duxford and 10.8km west of Haverhill.

2. Access and Offsite Assessment of Highways

- 2.1. Currently the site just has a simple field access to Balsham Road. Balsham Road connects the B1052 (within Linton) with Balsham and Brinkley and across part of the site frontage the speed limit is 30mph, otherwise is 60mph, approximately 270m north of Tower View. There is no street lighting but there is an existing footway on the south eastern side of the road adjacent to the built-up areas along Balsham Road.
- 2.2. The access parameters for the site have been considered for a development of up to 300 no. dwellings plus a small area of employment. The type of access required to serve the development is dictated by the Cambridgeshire Design Guide and South Cambridgeshire District Council (SCDC) District Design Guide SPD and is to be taken as a Primary Street, which is 6.1m wide carriageway with a minimum of 2.0m footways on both sides, plus verges/parking areas of 2.5m width.
- 2.3. The requirements set out for a development quantum of this size are that there is a minimum of two vehicular accesses to the adopted highway

network. As the only part of the site that bounds directly with the public highway is the frontage along Balsham Road, this is the proposed access location.

- 2.4. Although the likely traffic volumes on Balsham Road, outside of Linton, is low; two points of access to Balsham Road in the format of priority junctions should be able to be achieved within the land boundary of the Applicant. The potential priority junction access strategy for the site is shown on Drawing 60507/PP/SK01. The northern access would primarily serve the employment uses and would be linked to the southern residential access, effectively providing two points of access for the combined development. The employment access is beyond the existing 30mph speed limit and an extension to this speed limit would therefore be promoted by the Applicant.
- 2.5. The position of the northern access is such that it could facilitate an access point to land located to the south of Balsham Road through the provision of a roundabout junction. Therefore, as part of this site proposal it is recommended that enough land be reserved (and adopted by highway authority) around the northern access position and within the site boundary to enable a roundabout on the alignment of Balsham Road to be constructed (by others) in the future, if required.
- 2.6. In addition to the above vehicular accesses, the sites western boundary is to an existing Public Right of Way (PRoW) known as Rivey Hill. Additional pedestrian access would therefore be provided to the **site's** western boundary on to this route.
- 2.7. The route from the site towards the village centre is via the B1052 Balsham Road to the southwest of the site. Balsham Road terminates as the minor arm of a simple priority junction with High Street. To the west of Balsham Road, the B1052 High Street is one-way eastbound to its junction with Coles Lane before continuing on to the A1307; a 7.5T (except for loading) weight restriction applies along this route. The reciprocal route towards the site follows the one-way streets of Coles Lane and Back Road which connects to the Balsham Road (which is two-way). To the east of Balsam Road, the A1037 can be reached via Horseheath Road for Haverhill, or Bartlow Road for Cambridge (without weight restrictions).
- 2.8. A number of transport improvements are being made to the A1307 between Cambridge and Haverhill as part of the Greater Cambridge Partnership Cambridge South East Transport project. These include the recent introduction of an east bound bus lane to the west of Linton, plus junction improvements at the A1037/Linton Village College and A1037/High Street junctions. The A1307/Bartlow Road junction is expected to be converted to a roundabout with rural hub (including car parking and bus stop) in the future. These improvements aim to increase the attractiveness of public transport, increase highway capacity and improve safety.

3. Location and Accessibility to Services

- 3.1. To assess the ability for potential residents to access services in Linton, research has been undertaken to locate the local services and facilities, which are tabulated below.

Table 3.1 - Facility/Services Table

Facility	Location	Km	Miles
School – Infant	Linton CE Infants School	1.1	0.68
School – Junior	Linton Heights	0.5	0.32
School – Secondary	Linton Village College	1.8	1.1
Sports Centre	Linton Community Sports Centre	1.8	1.1
Post Office	Sweet Talk News	1.2	0.75
Doctors/Pharmacy	Health Centre	1.2	0.75
Public House/s	Wagon & Horses	0.8	0.50
Shop	Co-op	0.9	0.50
Bus Stop	Back Road	0.8	0.56
Leisure Centre	Linton Community Sports Centre	1.8	1.1
Recreation Ground	Pocket Park	1.1	0.68

- 3.2. A key aim of the National Planning Policy Framework (NPPF) is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car. Therefore, the conclusions that can be drawn from the table are that a number of facilities and services are available in the local area therefore provide a sustainable option of access to local services.
- 3.3. Walking is identified as the most important form of transport at local level and walking offers the greatest potential to replace the car for journeys of less than 2.0km. Cycling has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.
- 3.4. The table above provides an indication of the distances that need to be travelled to the facilities and as a consequence the following list indicates the acceptability of the site in terms of distance, frequency of use and acceptability of need to travel.

Table 3.2 - Acceptability of Travel/Use Table

Facility	Location	Km	Likely Frequency of Use						
			Daily		Weekly		Lest often Km		
			<5.0	>5.0	<5.0	>5.0	<5.0	>5.0	
School – Infant	Linton CE Infants School	1.1	✓						
School – Primary	Linton Heights	0.5	✓						
School - Secondary	Linton Village College	1.8	✓						
Sports Centre	Linton Community Sports Centre	1.8			✓				
Post Office	Sweet Talk News	1.2			✓				
Doctors/Pharmacy	Health Centre	1.2						✓	
Public House/s	Wagon & Horses	0.8						✓	
Shop	Co-op	0.9			✓				
Bus Stop	Back Road	0.8	✓						
Leisure Centre	Linton Community Sports Centre	1.8			✓				
Recreation Ground	Pocket Park	1.1			✓				

- 3.5. The conclusions of the acceptability table for distance and frequency travelled indicates that a number of daily activities are within 2.0km of the development, indicating that there is a likelihood that walking and cycling could be used to travel to and from these locations. For travel outside of Linton, regular bus services are available to Cambridge and Haverhill.

4. Transportation Links including Pedestrian, Cycle and Public Transport

- 4.1. As stated previously local, regional and national guidance for transportation and residential dwellings advises that proposed development should be readily accessed by all sustainable modes of transport.
- 4.2. Considering the different modes an assessment can be made in respect of the suitability of existing infrastructure.

Likely destinations by mode

Pedestrians

- 4.3. The routes for pedestrians are currently served well from the proposed site access to all the facilities recorded in the 'Facility/Services Table'. All routes consist of a road with a footway on at least one side of the carriageway to the village centre and bus stops. In addition, a PRow is available from the site's western boundary to Back Road.
- 4.4. An initial assessment shows that school aged children presently have a safe route to school, due to the suitable footways and crossing locations on the

routes to all schools. The likely routes to Linton CE Infant School are either via the PRoW to the **site's** western boundary then Back Road/Coles Lane and on to High Street and the **school's** entrance or via Balsham Road/High Street. For Linton Heights Junior School the route is across Balsham Road on to Wheatsheaf Way where the school is located. Secondary education at Linton Village College can be reached via either the PRoW/Back Road/Coles Lane or Balsham Road/High Street routes then to Meadow Lane and footpaths to the school.

- 4.5. Therefore, there are no initial off-site highway improvements to accommodate the increase pedestrians along Balsham Road or routes via Back Road/Coles Lane to the centre of Linton as the missing connection along the northern side of Balsham Road would be provided by the [REDACTED] as part of the site access works.
- 4.6. The PRoW running along the western side of the site which is in a north to south direction, (starting at Back Road and continues to the northern end of the proposal site to Balsham) would not need to be diverted or accommodated as part of any masterplan proposals. The route would however be reviewed as part of any future Transport Assessment which would consider if any improvements were required between the site and Back Road to increase its attractiveness as a non-vehicular route to the village.

Cyclists

- 4.7. The bicycle and e-bikes have become a much more widely used mode of transport in Cambridgeshire in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, all of them are well within the generally recognised 5.0km cycling parameters.
- 4.8. The majority of the roads in Linton are within a 30mph speed limit and, thus, provide an appropriate network for cycle use in the village, to access local facilities.
- 4.9. Adjacent to the proposal site, it is suggested that the existing 30mph speed limit at the site frontage on Balsham Road be extended to incorporate the northern priority junction access (or alternative new roundabout access).
- 4.10. A new cycle route, Linton Greenway forms part of the Greater Cambridge Partnership Cambridge South East Transport project. As part of the route, footways west of the A1037/Linton Village College junction along the north side of the A1037 have recently been widened to foot/cycleway status. The completed Linton Greenway is expected to largely follow the A1037 whilst also passing through Great and Little Abington and Babraham and include a multi-user crossing of the A11.
- 4.11. It is considered that there is no requirement for further off-site cycle improvements as part of this proposal site.

Public Transport

- 4.12. The closest bus stop to the proposed site is 0.8km from the centre of the proposed site. **Table 4.1** summarises the key bus service through Linton.

Table 4.1 – Key Bus Services

Operator	Service	Frequency
Stagecoach	13/13A Cambridge-Abington-Linton-Haverhill	<p>Mon – Fri: 0734 then approximately half hourly to 1914, 2019, 2119, 2219, 2319, 0019</p> <p>Sat: 0839 then approximately half hourly to 1909, 2018, 2118, 2218, 2318, 0018</p> <p>Sun: 0959 then hourly until 2159, 2359</p>
	13/13A Haverhill-Linton-Abington-Cambridge	<p>Mon – Fri: 0606 then approximately half hourly to 1816, 1916, 2016, 2116, 2216</p> <p>Sat: 0659 0744 then approximately half hourly to 1816, 1916, 2016, 2116, 2216</p> <p>Sun: 0801 then hourly to 2001, 2201</p>

**Correct as of February 2020*

- 4.13. Additional bus services on Stagecoach route X13 operate along the A1307 with the nearest stops close to the High Street junction and provide additional services between Haverhill and Cambridge the majority of which are towards Cambridge in the weekday AM peak period and to Haverhill in the weekday PM peak period. Discussion with bus operator Stagecoach would occur as part of the Transport Assessment work undertaken as part of a planning application on capacity.
- 4.14. Services in the village are frequent and offer good commuting and social facilities to the residents requiring access to them. The accessibility of the buses may also encourage more individuals to use public transport, rather than using their cars. Furthermore, there are sufficient footways to reach the closest bus stops. Measures to further improve bus movements within Linton are also expected as part of the Greater Cambridge Partnership Cambridge South East Transport project.
- 4.15. The local bus services also travel via key employment areas such as Great Abington which is adjacent to Granta Park as well as Addenbrooke's Hospital, Cambridge University, Cambridge train station, and Babraham Research Campus.
- 4.16. Overall, the bus frequency within the village meets the expected requirements for Linton in terms of public transport availability and frequency.
- 4.17. The nearest train station is located at Whittlesford Parkway approximately 12.3km distance from the centre of the proposal site. The train station is on the Cambridge – London Liverpool Street line and is operated by Greater Anglia. The train service is typically half hourly Monday to Saturday.

4.18. The Greater Cambridge Partnership Cambridge South East Transport project includes for a future mass transit route which would run from the vicinity of the A1307/A505 where a new park and ride would be provided to Cambridge Biomedical Campus with continuation to Cambridge railway station via the existing Busway. A consultation on the scheme was undertaken in late 2019 with a preferred option expected in 2020. The scheme could be available to future residents of the development by the end of 2024.

5. Development Trip Generation

5.1. The proposed development site vehicle trip generation can be calculated based on similar sites and data taken from a national data base (TRICS). An assessment of the trip generation from the proposed development site could also be taken from the local trips undertaken by the occupants of the dwellings already in the town for the residential part of the development. In general, the trip generation for a semi-rural area will be in the order of 0.5 trips per dwelling in the weekday peak hours. On this basis, the development is likely to generate approximately 150 additional vehicular trips in each of the peak hours for the residential element with some additional trips associated with the employment use which would be reviewed in any future Transport Assessment as the proposals progress.

5.2. A brief review of journeys to work from the 2011 Census for South Cambridgeshire 016, in which the site lies, viewed via Datashine Commute, shows that the majority of car driver trips from the area are to Cambridge, Duxford, Haverhill and Saffron Walden for the residential element. For those working in South Cambridgeshire 016 (including Linton) trips are primarily from Haverhill and Cambridge.

Traffic routes to/from the Village

5.3. There are two routes likely to be used between the site and Cambridge. For destinations in the north/north-eastern parts of Cambridge the route follows the B1052 north from the site boundary to Balsham then northwest to Cambridge. For southern parts of Cambridge, the route from the site follows the B1052 to the south (via Linton) to the A1307 then northwest. Western parts of Cambridge can be reached either via the A1307 directly or also using the A505 and M11.

5.4. The A1307 can also be reached from the site via Wheatsheaf Way and Horseheath Road which is on the route to/from Haverhill, or via Bartlow Road where the Greater Cambridge Partnership Cambridge South East Transport project has proposed junction improvements with the A1307.

5.5. Any future planning application for the site would require a Transport Assessment. Whilst the scope of this would need to be agreed with CCC, further assessment of the A1037/High Street would likely be included along with an assessment of the B1052 High Street/B1052 Linton Road/Cambridge Road at Balsham. A review of the one-way system within Linton would also likely be required. Mitigation can be provided, if needed, where any impacts are considered significant or potentially severe as required under the NPPF.

- 5.6. It may be requested by Highways England / CCC for this proposal site to assess the A11/A1307 junction for capacity, however, it is shown on the CCC congestion mapping the interchange does not suffer from congestion.
- 5.7. Along Balsham Road, there have been five recorded injury accidents within the last 7 years (2011-2018) one was 'serious' with the others only of 'slight' severity. This number of accidents does not raise any concerns as they are not clustered in any one position and quite spread out. The serious accident occurred at the junction with Back Road.

6. Highway/Transportation Improvements

- 6.1. It is therefore concluded that in terms of vehicular access and accessibility to services, the site meets a satisfactory level to deliver a suitable access, pedestrian links and is unlikely to be severe and the residual effect minimal.

7. Conclusions

- 7.1. To collate the issues and highlight the matters that are relevant to transportation for the proposed development site northwest of Balsham Road, Linton, the following summary table shows the summary of benefits that this scheme includes.

Summary Table

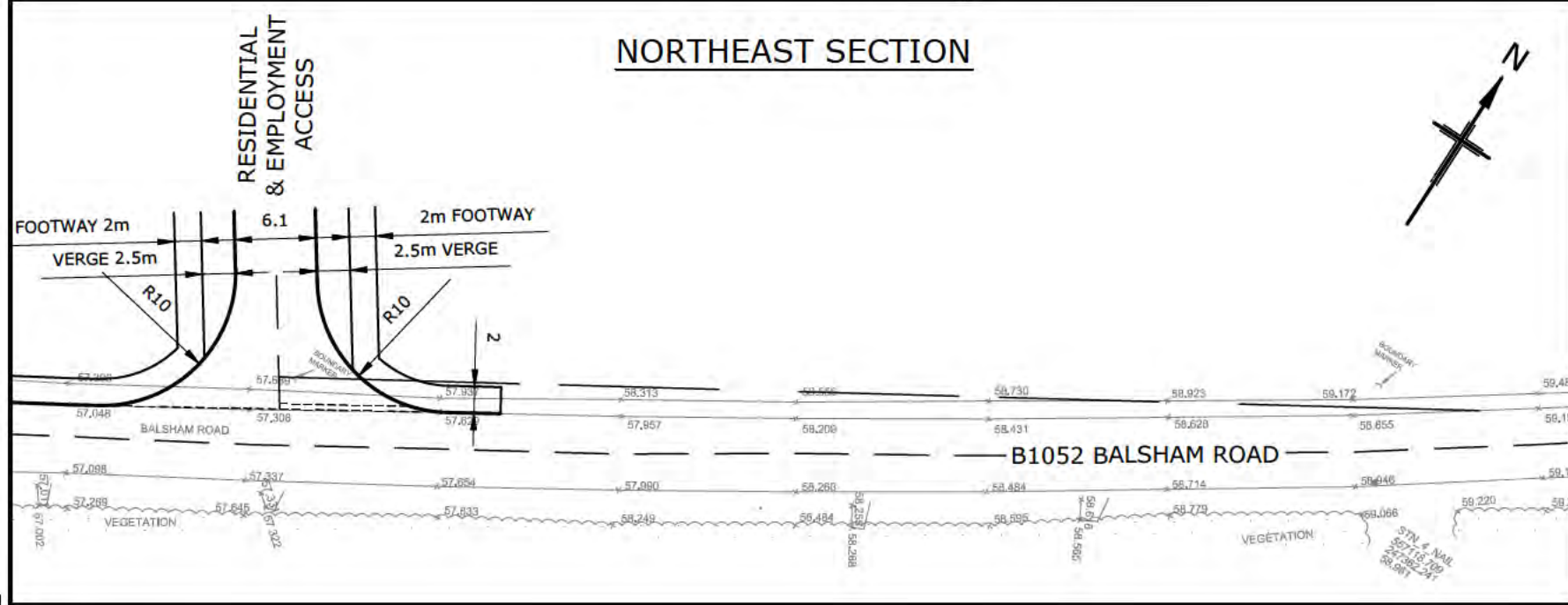
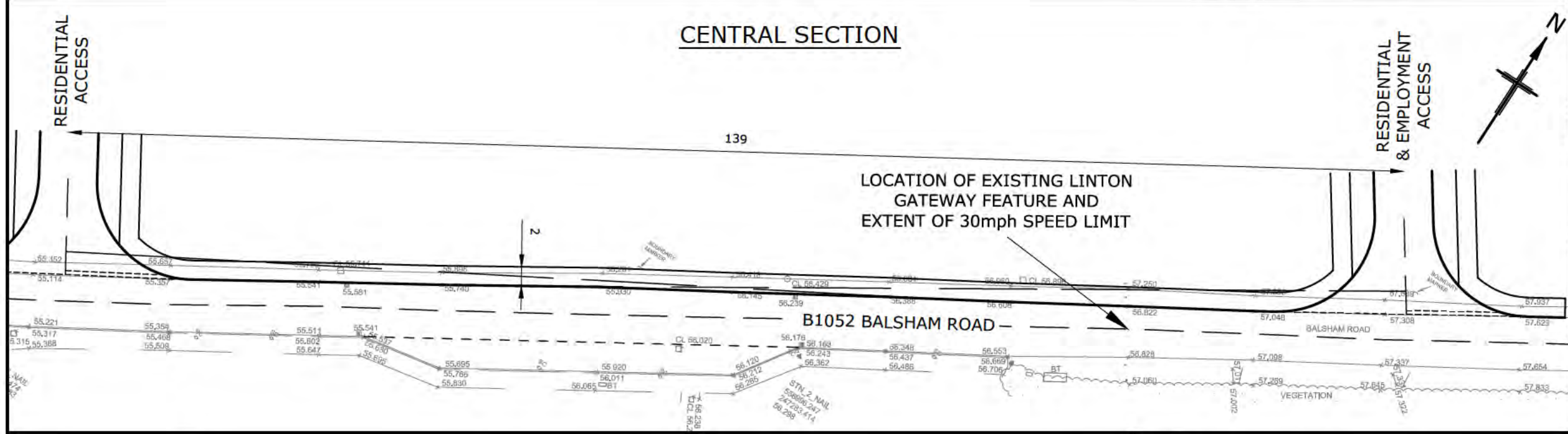
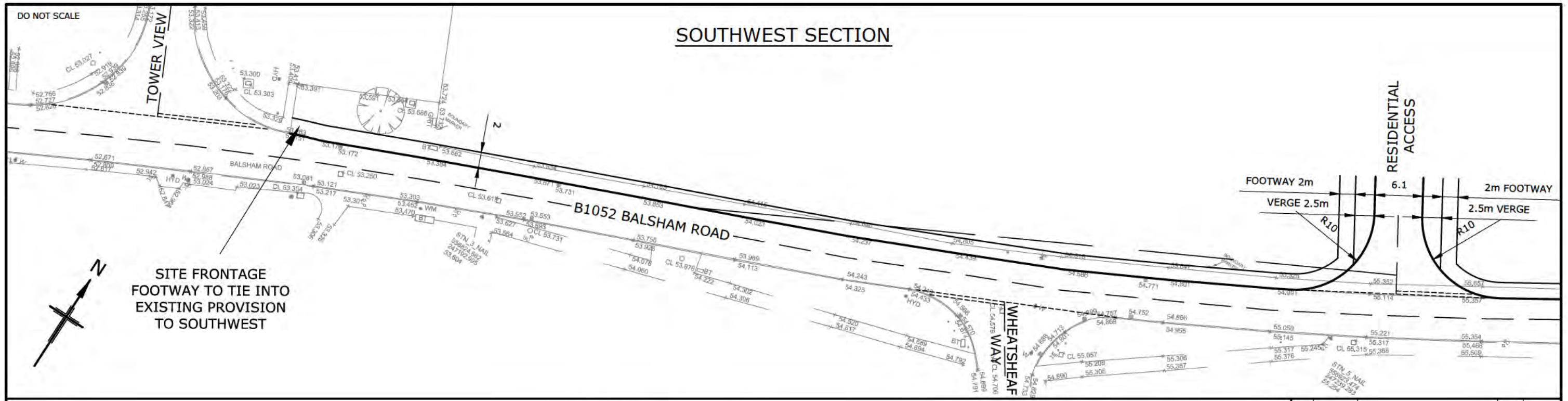
Matters	Comment	Satisfactory with mitigation	Needs some Upgrade / further assessment	Not Satisfactory
Site Access	Two points of access to the site can be achieved as required including linkage to existing pedestrian facilities.			
Local Junction Assessment	Based upon preliminary findings no offsite junction upgrades are likely to be required following improvements by others. This would need to be confirmed as part of any future planning application.			
Accessibility to Services	A high proportion of daily and weekly services can be accessed by pedestrian, cyclists or public transport routes all less than 2.0km. Bus services are available between Cambridge and Haverhill for access to additional services.			
Pedestrian Links	Good site routes to schools and facilities. The PRoW along the sites western boundary would be future reviewed at the planning application stage.			
Cycle Facilities	There are no specific routes in the village but a 30mph speed limit is present between the site and local facilities. A new cycle route towards Cambridge, the Linton Greenway forms part of the Greater Cambridge Partnership proposals for the future.			
Public Transport	A regular bus service is available between Haverhill and Cambridge via Linton. The operator, Stagecoach would be consulted as part of any future planning application and the standard of the nearest bus stops to the site would be reviewed.			

- 7.2. It is therefore concluded that in terms of vehicular access, accessibility to services, other modes of transport, the site meets all the necessary criteria with some mitigation where necessary, which is within the control of the land promoter or within existing highway. In summary, the development, which will generate a relatively high level of trips in the peak hour, it is concluded no offsite improvements would likely be required following improvements, by others, to the A1037 and the generated traffic will not have a detrimental effect on the local road network.

Drawing

Drawing 60507/PP/SK01

Title: TRANSPORT APPRAISAL REPORT
Project: Land North West of Balsham [REDACTED]
[REDACTED]
Project No.: 60507



- NOTES:**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS REFER TO METRES ABOVE ORDNANCE SURVEY DATUM (MAOD).
 - TOPOGRAPHICAL SURVEY HAS BEEN TAKEN FROM COUNTRYSIDE PROPERTIES DRAWING SERV2211 SHEETS 1 TO 3 DATED 15/10/17 AND RJ LTD ACCEPT NO RESPONSIBILITY FOR ERROR OR OMISSION.
 - ACCESS BASED ON SOUTH CAMBRIDGESHIRE DISTRICT DESIGN GUIDE SPD FOR A PRIMARY STREET.
 - VISIBILITY SPLAYS SHOWN AT 2.4m X 90m FOR A 30mph SPEED LIMIT AND ASSUMES SPEED LIMIT EXTENSION TO BE PROMOTED BY THE APPLICANT. VISIBILITY SPLAY OF 2.4m X 160m TO NORTHEAST OF EMPLOYMENT ACCESS IS ACHIEVABLE IF REQUIRED OVER LAND WITHIN APPLICANTS CONTROL.
 - ACCESS SHOWN INDICATIVELY AND IS SUBJECT TO HIGHWAY AUTHORITY APPROVAL, TRAFFIC SURVEYS AND ROAD SAFETY AUDIT. STREET LIGHTING AND HIGHWAY DRAINAGE REQUIREMENTS TO BE CONFIRMED AT DETAILED DESIGN.

REV	DATE	DESCRIPTION	DRAWN	CHKD
REVISIONS				
This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.				
Project				
LAND NORTH WEST OF BALSHAM ROAD, LINTON				
INDICATIVE SITE ACCESSES				

Richard Jackson Engineering Consultants

647 The Crescent, Colchester, Essex CO4 9YQ Tel: 01206 228800

Unit 6040, 6th Floor, Aldgate Tower, 2 Leman Street, London E1 8FA Tel: 020 7448 9910

5 Queen House, Hill Court, Great Shelford, Cambs CB22 5LD Tel: 01223 314794

4 The Old Church, St. Matthew Road, Norwich, Norfolk NR1 1SP Tel: 01603 230248

The Wheelhouse, Bonds Hill, Stonehouse, Gloucestershire GL10 3RF Tel: 01172 020070

Email Address: mail@rj.co.uk Website: http://www.rj.co.uk

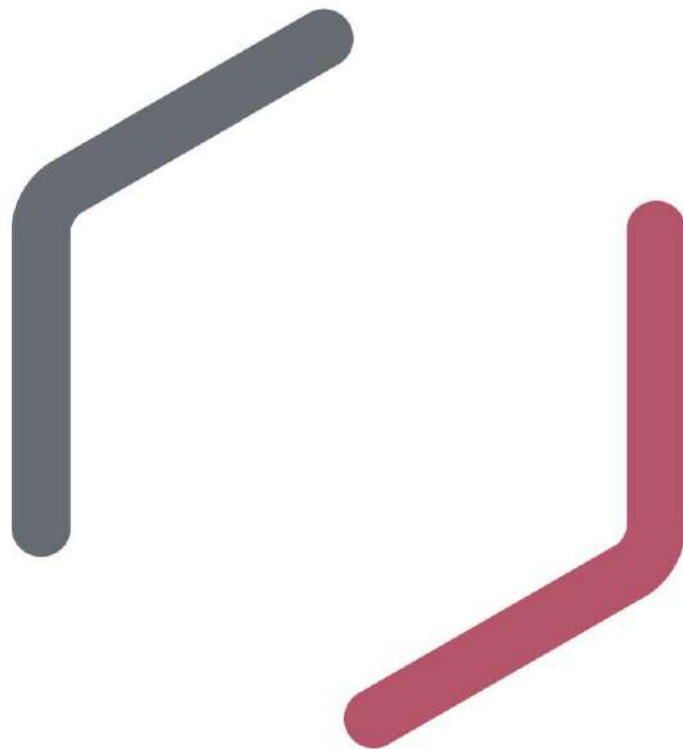
Scale	Drawn	Date
1:500	RNL	20/02/20
Job Manager	Checked	Approved
RNL	RNL	RNL

Drawing No. **60507/PP/SK01** Revision

Drawing Status

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 **London**
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 **Norwich**
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