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Date: 25/03/2019

Stephen Kelly
Call for Sites Consultation
Planning Policy Team
South Cambridgeshire District Council
Cambourne Business Park
Cambourne
Cambridge CB23 6EA

Dear Mr Kelly

GREATER CAMBRIDGE CALL FOR SITES SUBMISSION

LAND EAST OF LINTON

Land to the east of Linton is put forward through the Call for Sites for consideration in the emerging Greater Cambridge Local Plan. The submission comes forward following discussions with the Combined Authority Mayor (see attached supporting letter) and a preference to have the site available to provide now homes and jobs in a location well-related to planned infrastructure, including the CAM mass transit public transport proposals.

The land is owned by [REDACTED] and it is content for the land to be considered and taken forward for allocation as part of a joined-up approach with strategic transport improvements.

Proposed Future Uses

Description of proposed development

The site has been identified as a potential location to accommodate a new Garden Village settlement comprising of up to 7,000 new homes, employment land and accompanying land uses supported by new and existing infrastructure. The amount of development would be determined through further site assessments, masterplanning, stakeholder engagement and as part of the Local Plan process.

The site is located beyond the green belt and to the east of Linton in close proximity to an existing transport corridor that is earmarked for strategic improvements.

Benefits to the local area

The proposed development of a new garden village, embracing green infrastructure, sustainability and the highest-quality new homes has the potential to create an exceptional place to live, work and visit and address elements of regional growth requirements highlighted in the Cambridgeshire and Peterborough

Independent Economic Area Review (CPIER) published in September 2018. This review was the product of the Cambridgeshire and Peterborough Independent Economic Commission and was produced for the Cambridgeshire and Peterborough Combined Authority.

The Combined Authority is the Strategic Transport Planning Authority for the region and the landowner has discussed the proposal with officers from the Combined Authority who consider it a location that could be well served by the proposed Cambridge Area Metro (CAM). This would provide high quality and high capacity public transport access to the site, Cambridge, the southern science parks and Haverhill.

The Proposal

The Call for Sites stage of the Local Plan process is the first informal stage. The concept of the proposal is put forward at this stage and the detail will be built-up alongside the Local Plan process up to its adoption in 2023. The site is of strategic scale and the site assessment below finds there are limited environmental constraints; given the size of the site and the ability for a masterplan to be able to work with the ecological, landscape, water and heritage features.

The site runs to the north and south of the A1307, which gives the opportunity to make improvements to the road and change the character of the road, which would reduce traffic speeds and increase the highway safety. A masterplan would determine how best to use the land and which parts are best suited to residential, employment, community facilities and public transport. At this early stage a guide is provided as to the potential number of homes that could be provided by the site:

- The part of the site situated north of the A1307 has a gross area of 395ha and an approximate Net Developable Area of some 150ha
- The part of the site situated south of the A1307 had a gross area of 182ha and an approximate Net Developable Area of some 70ha

Policy H8 of the adopted South Cambridgeshire Local Plan seeks to achieve an average net density of 40 dwellings per hectare in urban extensions and new settlements.

Masterplanning has yet to be undertaken and this would seek to achieve an appropriate balance and quantum of complementary land uses, with a strong landscape-led approach comprising significant green infrastructure and natural capital.

Site Features and Constraints

Site Access

Significant new accesses could be formed from the A1307.

Physical Constraints

The ground undulates across the site, but all well within the parameters that can be worked with as part of a masterplan.

Environmental Constraints

The site lies within Flood Zone 1, the lowest flood risk as categorised by the Environment Agency. The southern edge of the site abuts the River Granta.

There are no features within the site identified by the Historic England mapping of heritage assets. Linton includes a number of Listed Buildings and a Conservation Area, along with a grade II listed water tower at Rivey Hill.

An area of woodland known as Borley Woods sits to the north of the site and is identified within the Priority Habitat and National Forest Inventories (NFI). There is an area of broadleaved woodland known as Square Plantation and an area of young trees is also identified in the NFI.

The whole of the site with the exception of Borley Woods is designated as a Countryside Stewardship Agreement Management Area - NELMS (middle tier) and there is a planted area assisted by the English Woodland Grant Scheme 2 on land south of the A1307.

All major green infrastructure would be retained, enhanced and be a part of a masterplan.

The site is currently used for agriculture and land is graded 2 & 3 in the Agricultural Land Classification Map.

Infrastructure

Utilities:

Early investigations find there is no reason why the site is not capable of being supplied with all necessary utilities as part of major infrastructure improvements as part of the development.

Transport:

The existing A1307 bisects the site and provides a direct road access in a westerly direction to Cambridge, the A11 and M11 motorway; and the A1017 and B1052 trunk roads are within close proximity. To the east the A1307 links to Haverhill.

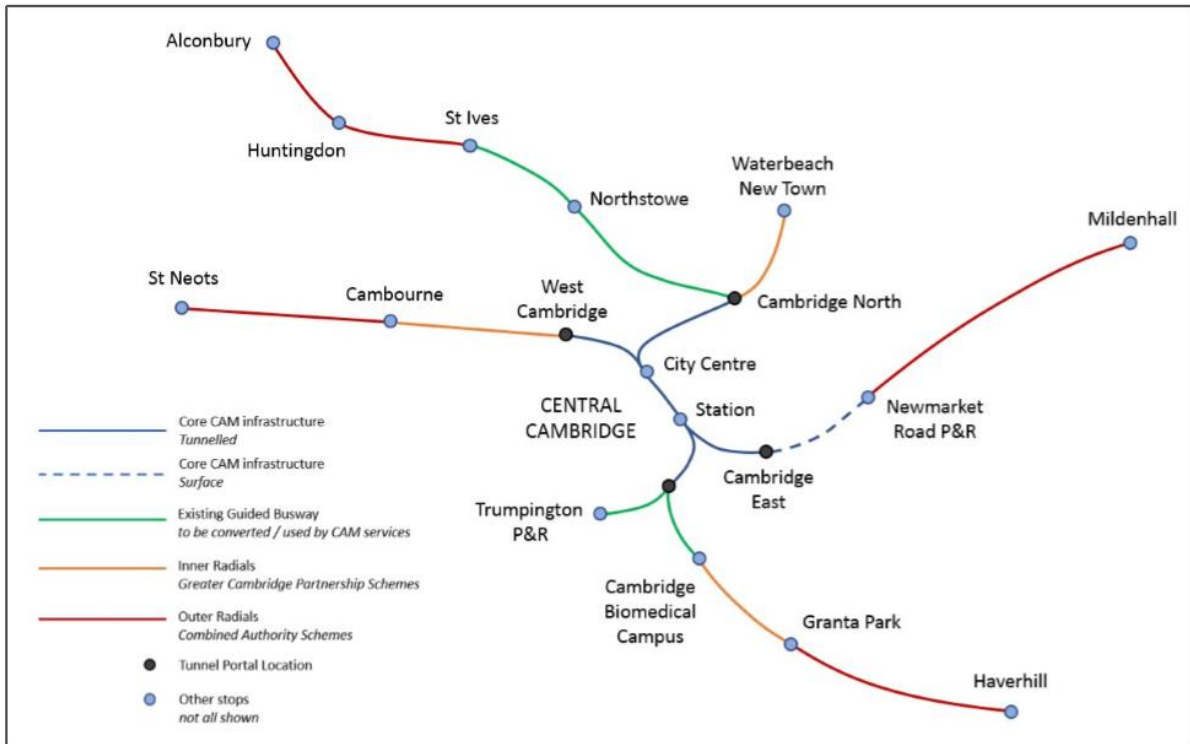
The A1307 is a major transport route that links Cambridge to Haverhill and is a high casualty route. The southern part of Linton is severed from the rest of the village by the A1307 and includes employment uses, residential uses and Linton Zoo. Although there is a pelican crossing and reduced speed limit, the A1307 makes it difficult for residents, workers or visitors to safely and easily access the services and facilities in the centre of the village.

The proposed Cambridge Area Metro (CAM) could alleviate some of the problems identified with the existing transport corridor if integrated with existing and new development. The CAM will provide a high-quality, fast and reliable transport network that will transform transport connectivity across the Greater Cambridge region. The vision for the CAM is an expansive metro network that seamlessly connects Cambridge City Centre, key rail stations (Cambridge, Cambridge North and future Cambridge South), major city fringe employment sites and key 'satellite' growth areas, both within Cambridge and the wider region. The plans for the CAM will be set out in a Strategic Outline Business Case before progressing to the next stage of scheme development.

Under the Greater Cambridge City Deal, several new mass transit links are proposed by the Greater Cambridge Partnership. One such scheme is the A1307 Three Campuses to Cambridge that will deliver improvements to the bus, walking and cycling network between the Cambridge Biomedical Campus, Babraham Research Campus and Haverhill, including a new, segregated public transport link between the Biomedical Campus and a new Park-and-Ride site at the A11 / A505 junction at Granta Park.

The CAM along with these other transport infrastructure schemes could support a new settlement at this location and the new settlement could support the delivery of the infrastructure, which would also support the existing communities nearby and along the route.

A schematic route map is shown below that outlines the key corridors proposed to be served by the Cambridge Area Metro.

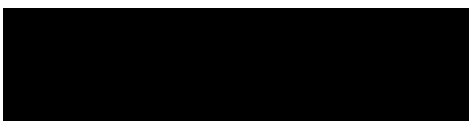


Summary

The site is extensive and capable of providing significant numbers of new homes, jobs, community facilities and green infrastructure; all underpinned by significant improvements in transport infrastructure including high-quality and reliable public transport.

Pembroke College, along with the Combined Authority Mayor, would be keen to discuss the proposals with Greater Cambridge and stakeholders and ascertain how the site could support the Authority in this Plan period and beyond

Yours sincerely



[Redacted Name] (Hons) DipTP MRTPI
Partner, Planning