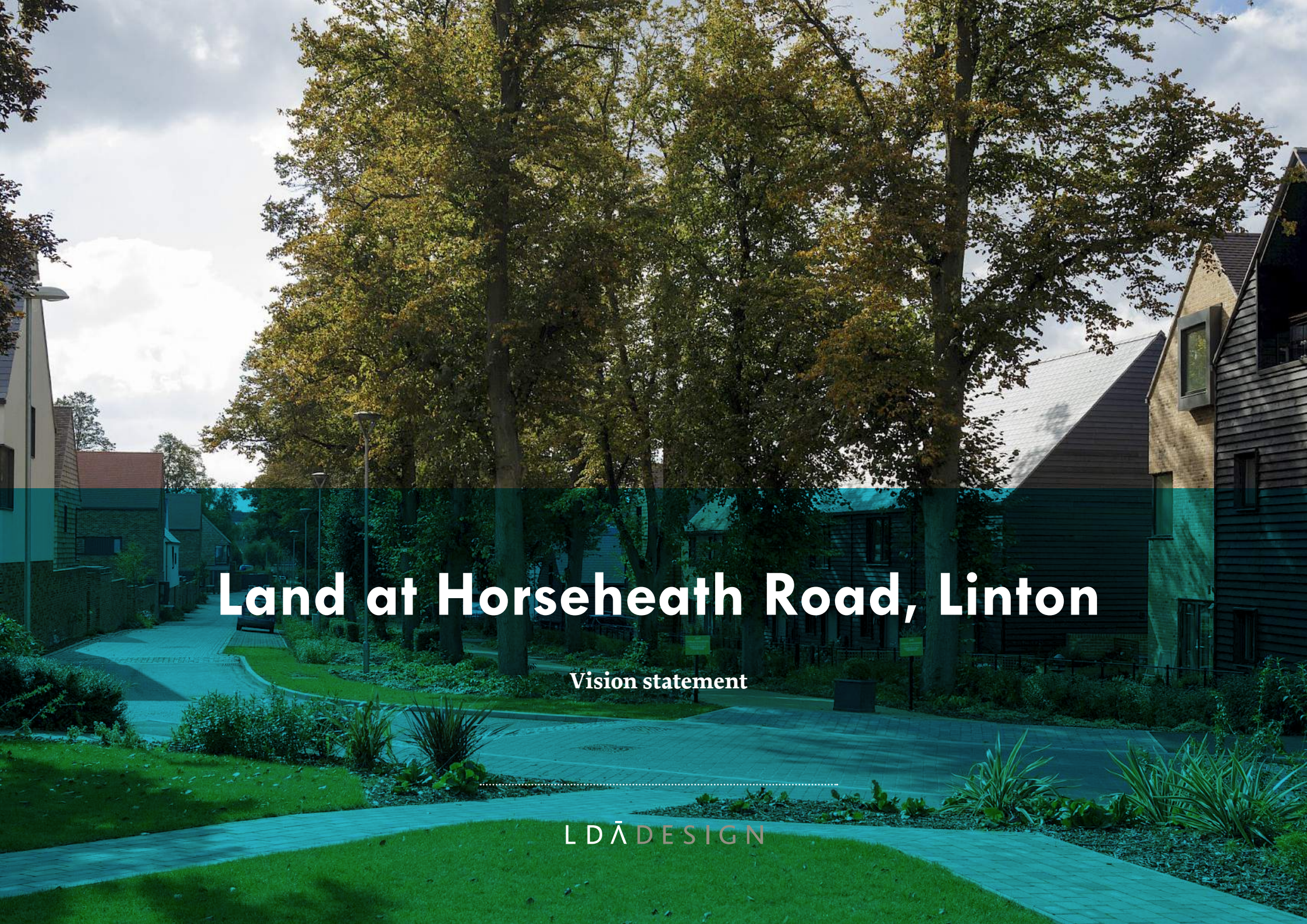




Land at Horseheath Road, Linton

Vision statement

LD&DESIGN

About this document

LDA Design was appointed by Endurace Estates Land Promotion to prepare this vision statement to support the submission of representations for residential development on land to the south of Horseheath Road, Linton. This document provides baseline analysis of the site, local landscape and character of the village of Linton and begins to set out an initial design rationale and concept for residential development.

Through our early design and analysis work we feel the site could deliver up to 120 new homes, although this is subject to further, more detailed technical analysis, design and consultation.

At this early stage of the design process, the ideas within this document are concepts based on placemaking and best practice design principles. The early concepts within this document look to explore scale and form for future development, and are to be the basis for future, on-going discussions and engagement with key stakeholders.

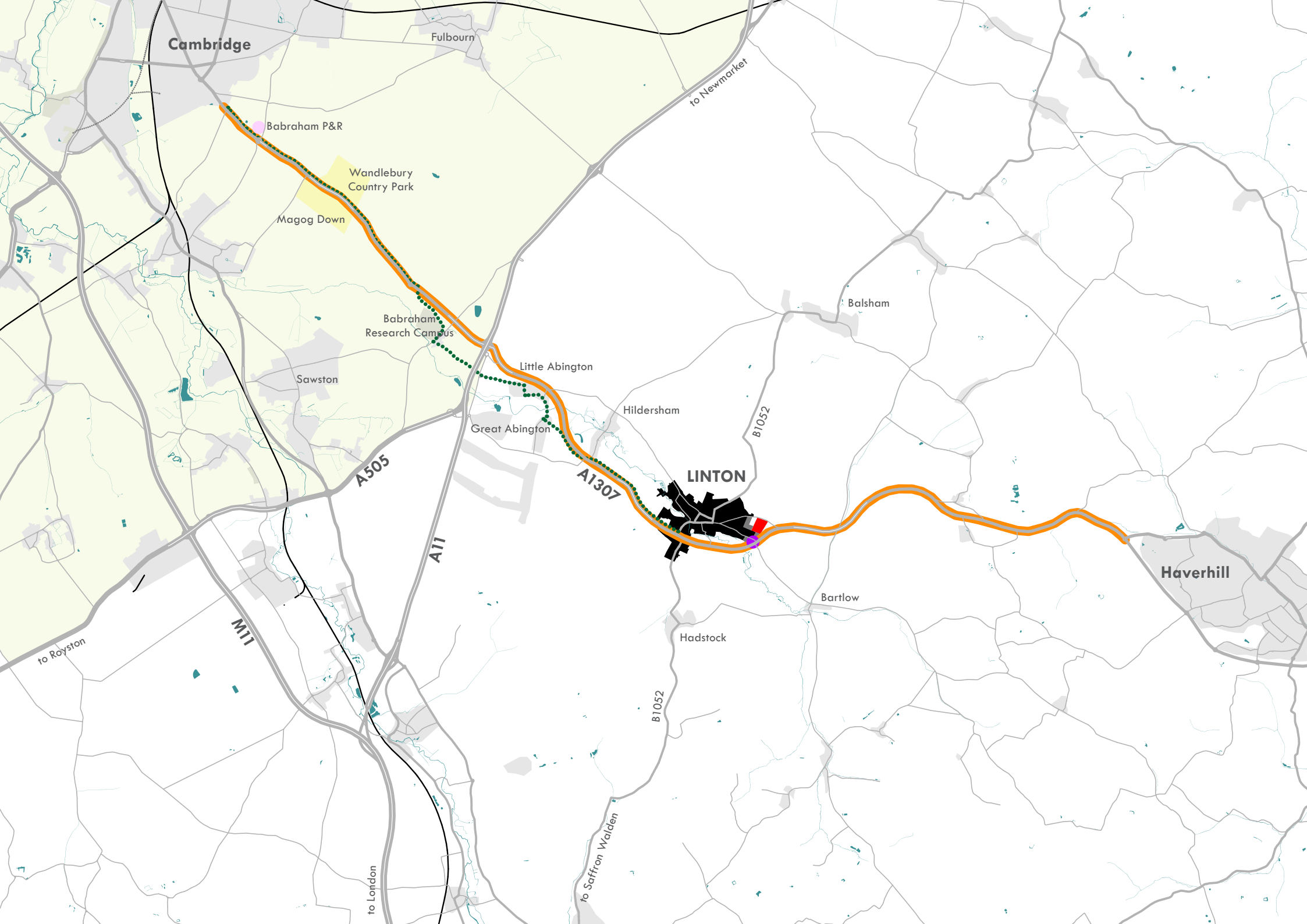
Wider context

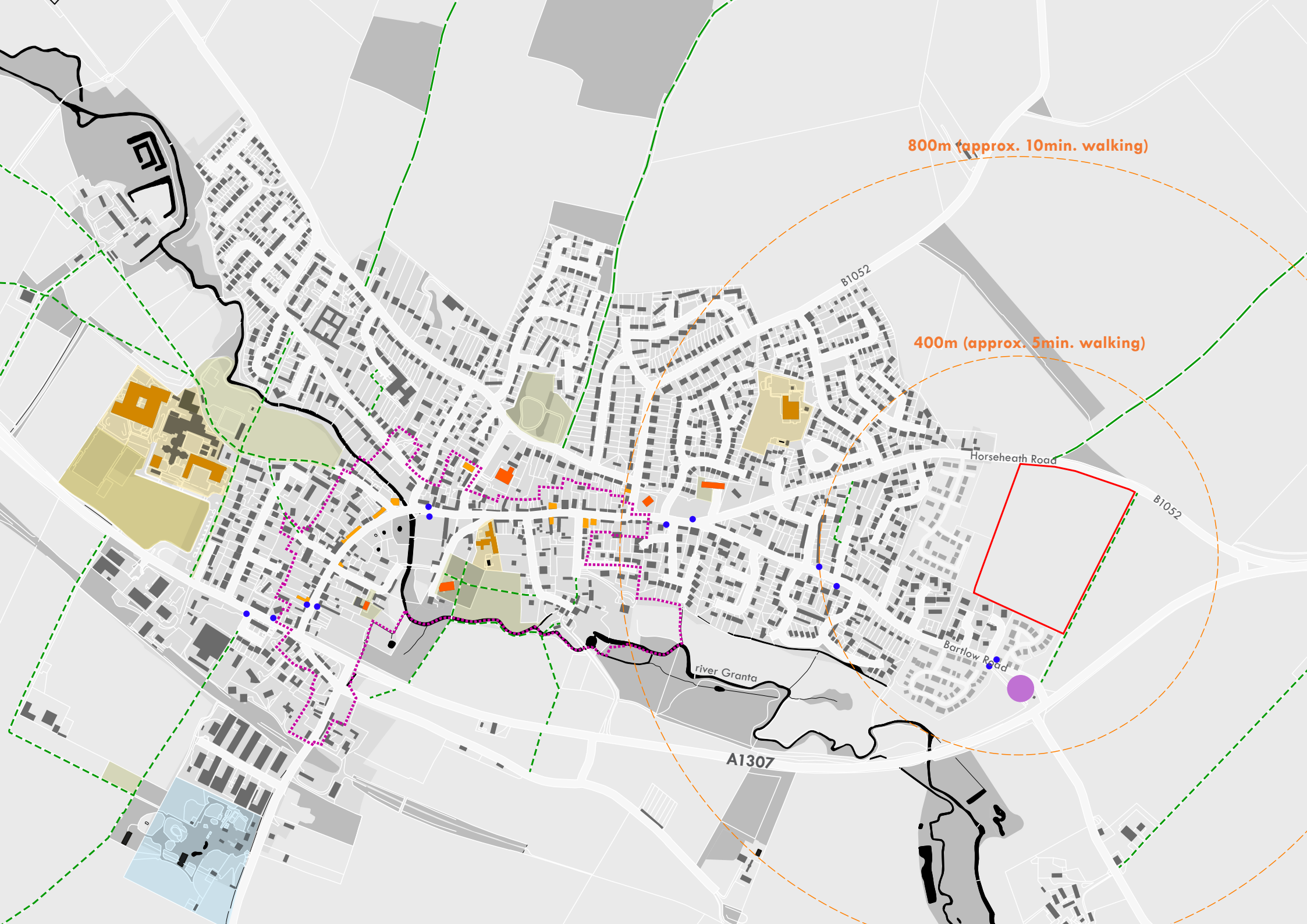
Linton is a large village (population approximately 4,525) located 13km (8 miles) south east of Cambridge, 8km (5 miles) north of Saffron Walden and 10km (6 miles) west of Haverhill. The A11 and A505 / M11 access junctions are located 5km (3 miles) from Linton. Linton is outside of Cambridge Green Belt. The village is part of the Greater Cambridge Partnerships 'Cambridge South East Transport Study'. The aim of the programme is to develop a strategy to help deliver faster, more reliable and sustainable public transport in the area. The study includes a range of bus priority, road safety and walking and cycling proposals along the Cambridge - Haverhill corridor. These are intended to connect residents with public transport and cycling/walking routes.

RIGHT: Wider context

Legend

-  The site
-  Green Belt
-  Greater Cambridge South East Transport Study improvements
-  Proposed Linton Greenway
-  Proposed rural transport hub





800m (approx. 10min. walking)

400m (approx. 5min. walking)

Horseheath Road

Bartlow Road

river Granta

A1307

B1052

B1052

The village context

LEFT: Village context

Legend

-  Site boundary
-  Conservation area
-  Open space
-  Local amenities - schools
-  Local amenities - shops, pubs and cafes
-  Local amenities - important community facilities
-  Local amenities - Linton Zoo
-  Public footpaths
-  Public bridleways
-  Proposed rural travel hub
-  Bus stop

Local character

Linton provides a variation in design and architecture, reflecting the changes the village has been through over time. Newer properties are often set-back behind front gardens with driveways and garages providing private on-plot parking, while in the central part of the village they front directly onto the street. A variety of typologies are represented: terraced, semi-detached and detached. Render (sometimes with simple targeted decoration) and brick (red and yellow or painted) can be predominantly found around Linton, with simple masonry details. Black and red pantiles are the dominant roof covering, with some thatched properties. There is a number of brickwork and stone boundary walls throughout the village which also provide an important contribution to the historic character of Linton.

Public open areas in the centre of the village, primarily along the river Granta, define Linton's green character and provide attractive recreation spaces.

The character of the central part of the village is recognised and protected through designation as a conservation area and many listings.

The evolving design aims to incorporate the best elements of the context and character of Linton to create a new, vibrant, attractive and safe environment for all new residents. In essence, it is a masterplan that is rooted in the principles of placemaking and creates a meaningful connection between people and place, through landscape and local spatial characteristics.

Local amenities

Linton offers a wide range of local services and amenities, including village hall, schools (primary and secondary), shops, cafes, pubs, health centre, dental practice, places of worship and recreation areas, including a zoological garden.

The village benefits from regular bus services to Cambridge and Haverhill. A 'rural travel hub' is proposed in close proximity to the site along Bartlow Road, as part of the Greater Cambridge Partnership's 'Cambridge South East Transport Study', which will enhance the sustainability of the site and eastern part of Linton. The hub would be delivered in Phase 2 of the Rural Travel Hubs project.

Village photographs



Site photographs

(Photo locations on the following page)





Design principles

Legend

-  Site boundary
-  Public bridleway
-  Public footpath
-  Existing trees
-  Existing hedgerow
-  Landform (contours)
-  Long views of the site
-  Intermittent views of the site
-  Consented schemes (illustrative layouts)
-  Proposed rural travel hub
-  Potential vehicular access (exact location to be assessed in technical study)
-  Potential for pedestrian and cycle connections to neighbouring schemes
-  Potential for pedestrian and cycle improvements to network of public routes
-  Proposed new green edge to the village
-  Proposed new open spaces linking to the green edge
-  Potential amenity space for neighbouring properties

Design principles

The site

The site is located on the eastern edge of the village. It consists of a single arable field, enclosed by predominantly continuous, mature hedgerows. The land rises gently to the north, reaching the highest point in the north-eastern corner. The site area is 6.57ha.

Horseheath Road forms the site's northern boundary, the edge is planted with hedgerow and trees. There is a public bridleway joining Horseheath Road opposite the site's northern edge providing a connection to wider landscape. A public footpath runs along site's eastern boundary, connecting to the proposed rural travel hub. The edge is defined by a mature hedgerow. To the south the site abutts a cul-de-sac development of bungalows with relatively small gardens and an arable field that forms part of land with consented planning permission (September 2017) for the development of 55 dwellings. To the west the site borders an arable field, part of which has a planning permission for up to 42 dwellings and allotments. The remainder of the field (north-eastern quadrant) would remain in agricultural use as a result of development.

The site is open and relatively elevated, and therefore exposed to long views from the countryside - in particular from the ridge north east from the site (including a view from the A1307). Additionally, there are intermittent views of the site from the Linton bypass.

The concept

A landscape design-led approach has been adopted to ensure that the development responds positively to the context - in particular the prominent location on Linton's edge - and to opportunities of the surrounding area and the site. The concept is driven by placemaking - the objective of creating a strong sense of place and community. The vision for the scheme is to create a sustainable new living environment, based around a fully integrated development with new homes and connected open spaces that are accessible to everyone. The scheme will deliver a choice of new, sustainable, high quality housing, including affordable homes.

The site provides an opportunity for creation of an attractive eastern edge to Linton (visible from the A1307 travelling westwards and the countryside to the east of the village), as well as a new entrance to Linton when travelling along Horseheath Road. The design will aim to create a green, landscaped

edge that contains the development when viewed from the east and north, allowing only attractive glimpsed views. This green edge would also act as a green corridor - potentially providing ecological links to the valley bed of river Granta - via green edge of the proposed development along Bartlow Road.

The connection to strategic green infrastructure - the edge - would form a principal feature of the open space strategy. The green edge's character would be 'drawn' into the development through linear open spaces that follow the topography, visually breaking up the development.

The development would be accessed from Horseheath Road, via a new junction (design and location to be determined in detailed study). In addition to the vehicular access, the design would strengthen the network of pedestrian and cycle connections.

The masterplan should also ensure there is adequate amenity space for the bungalows located to the south of the site - through creation of multifunctional green open space at scheme's southern edge.



Concept masterplan

Legend

- Site boundary
- Public bridleway
- Public footpath
- Existing trees
- Existing hedgerow
- Proposed trees
- Landscape buffer
- Block structure
- Important frontage
- Main street
- Secodary / shared surface street
- Footpath
- Proposed rural travel hub
- Consented schemes (illustrative layouts)
- Proposed public open space - play area

Concept masterplan

Indicative capacity assessment

Site area	6.57ha
Parcels	4.01ha
Public open space	2.56ha
Development area / open space ratio	61 % / 39 %
Density	30dph
No. dwellings	120

Please note the assessment is based on the concept proposal and is subject to further analysis, technical studies and design development.

- 1 **Vehicular access**
Proposed single vehicular access - exact location and layout subject to detailed transport and access study.
- 2 **Green edge**
Proposed landscaped, planted corridor to include enhanced existing hedgerow would minimise visual impact of the development, create a positive new edge definition to Linton and form an ecological corridor linked to river Granta.
- 3 **Amenity strip**
Green planted strip would provide amenity for the properties to the south, could also contain SuDS attenuation ponds.

- 4 **Green fingers**
Linear green spaces would link to the green edge to create continuous open space that envelopes the development. Green fingers could include local play areas and communal meeting spaces.
- 5 **Main street loop**
- 6 **Potential central public open space**
Main space for community life, including play space.
- 7 **Potential connection**
Potential for pedestrian and cycle connections to improve permeability.
- 8 **Pedestrian connectivity improvements**
A new section of off-road footpath would link existing public rights of way and to provide a safe crossing on Horseheath Road.



L D Æ D E S I G N

17A Sturton Street
Cambridge CB1 2SN
United Kingdom
+44 (0) 1223 949054
www.lda-design.co.uk

LDA Design Consulting Ltd
Registered No: 09312403
17 Minster Precincts, Peterborough PE1 1XX

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