

By Email:  
Planningpolicy@scambbs.gov.uk

Date: 22<sup>nd</sup> March 2019  
Reference: 019-24

Dear Sir/Madam,

## LAND AT SOUTH OF HORSEHEATH ROAD, LINTON: REPRESENTATION ON BEHALF OF ENDURANCE ESTATES LAND PROMOTION

### Introduction

This Statement has been prepared by Cheffins on behalf of Endurance Estates Land Promotion (EELP) to promote land south of Horseheath Road, Linton in the Council's call for sites consultation. This is with a view to gaining an allocation for residential development in the emerging Greater Cambridge Local Plan.

### Planning History

There is no recent planning history for the site, however, adjoining land to the south and west have both been recently subject to planning permissions as detailed below:

Land immediately to the south:

- Outline permission approved for up to 55 dwellings houses approved 1<sup>st</sup> September 2017 (ref: S/1963/15/OL); and
- Reserved Matters application for 55 dwellings was submitted 28<sup>th</sup> June 2018 (ref: S/2487/18/RM).

Land immediately to the west:

- S/3405/17/OL: Outline planning permission granted for up to 42 dwellings on the 14<sup>th</sup> March 2018.

### *Strategic Housing Land Availability Assessment (SHLAA) (August 2013)*

The site was put forward in the 2011 'Call for Sites' and the Strategic Housing Land Availability Assessment (SHLAA) (August 2013):

- Site Number - Site 199
- Site Address - Land adjacent to Horseheath Road, Linton
- Site Capacity - 147 dwellings

Despite positive comments, due to the site context at the time of the assessment (2013), the conclusion of the SHLAA was that the allocation of the site for residential development would have an adverse effect on the landscape setting of Linton due to it being disconnected from the village and forming part of the open countryside. That was looking at site 199 in isolation i.e. without land to it's west or south.

The context of the site and surrounding area has considerably changed since the 2013 SHLAA, particularly in light of the subsequently permitted applications between the site and the built-up area of Linton. On completion of the adjoining developments, the site will adjoin the built-up area of Linton

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and allocation of this site would result in the logical 'rounding off' of the built form of Linton and what would then become the defined development framework for the village.

#### Case of the Site: Logical extension to Linton

Allocation of the site would represent a logical extension to Linton, in a sustainable location which is accessible in terms of public transport and key facilities.

The site is well located in relation to the key village services and facilities of Linton being only 1.3km distance. Linton is a significant village with a wide range of facilities. The South Cambridgeshire village classification report (2012) shows Linton to have a range of facilities that is appropriate to a large village with a 2011 census population of 4,525 people.

The services and facilities available include: -

- Supermarket;
- Doctors' Surgery;
- Pharmacy;
- Veterinary Surgery;
- Post Office;
- Bakeries;
- Linton Village College;
- Linton CE Infant School;
- Linton Heights Junior School;
- Linton Village College Adult Learning;
- Granta School;
- Playing Fields;
- Linton Community Sports Centre;
- 29 Shops;
- Restaurants and cafes;
- Public Houses;
- Village Hall;
- Guest Houses;
- Linton Zoo;
- Public Parks;
- Nursing and Retirement Living homes; and
- Church.

Linton is currently served by 2 bus services, the 13 and 13A which run 2 and 3 services an hour respectively from Linton - Haverhill, Linton - Cambridge and also from Cambridge - Linton and Haverhill-Linton extending to hourly services off peak. There are two bus stops for the aforementioned bus route located on Bartlow Road, 250m to the south of the site (shown in **Appendix 1**) which is easily accessible along the public path along the eastern boundary of the site (**Appendix 4**). The village is therefore well connected with a very good level of bus service provision to major settlements as detailed in **Appendix 2**.

In terms of rail services, the nearest station is Whittlesford Parkway, 10.5km or ten minutes driving time away with a half hourly service to London Liverpool Street and Cambridge. Cambridge station is most accessible by public transport with a bus journey time of approximately 37 minutes and has a wide range of connections including to London Kings Cross, Norwich, Peterborough and the Midlands.

Overall the site is in a very accessible location, is very well connected and close to significant and expanding local employment including:

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- **Granta Park** – Located 7.5 km from the site and is accessible by car (8-10mins), by the no.13/13A bus (15mins) and by bike (40mins). Granta Park employs in excess of 2,000 people and has further planning permission to expand.
- **Babraham Research Campus** – Located 10km from the site which is accessible by car (12-15mins), by the no.13/13A bus (15mins) and by bike (30mins).
- **Wellcome Genome Campus** – Employ circa 2,600 people and is located at Hinxton, 14km from the site which is accessible by car (15mins) and by bike (40mins). This campus also offers a private bus service from Cambridgeshire villages including Linton to and from the campus. Furthermore, Wellcome has submitted a planning application for the expansion of the Hinxton campus including 150,000 sqm of flexible employment uses.
- **Addenbrooke's Teaching Hospital and Research Centre including the Cambridge Biomedical Campus** – Located 15km from the site which is accessible by car (15-20mins), by the no.13/13A bus (40mins) and by bike (45mins).

#### Section C: Land ownership

The site is owned by Mr M D R Fairey and Mrs A M Whittome. It is now being promoted on behalf of the owners by Endurance Estates Land Promotion.

#### Section D: Site details

The site is located to the south of Horseheath Road, Linton. A public right of way (path: 146/26) runs outside but along the eastern boundary of the site linking Horseheath Road to Bartlow Road as shown in **Appendix 4**.

The site is well related to the existing settlement envelope of Linton to the west. The site is well-defined by existing hedgerows. The north is bound by Horseheath Road and the south west is also bound by residential development, Kenwood Gardens and the Ridgeway. The remaining part of the southern boundary will soon comprise further residential development which is currently subject to a reserved matters application (ref: S/2487/18/RM). The western boundary comprises a hedge separating it from the neighbouring field which has also recently secured outline planning permission for residential development.

On the completion of these application sites to the south and west, allocation of this site will result in the logical 'rounding off' of the built form of Linton and what would become the defined development framework for the village.

The location of the site is shown on the site location plan, which accompanies this representation.

#### Section E: Recent and current land uses

The site comprises agricultural/greenfield land. The site is not within the Green Belt.

#### Section F: Proposed future uses

The site is being promoted for residential use, to include an appropriate provision of affordable housing, this use would include land for access/roads, landscaping and public open space.

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The benefits of the proposed development are wide-ranging and will promote the social, economic and environmental objectives of the National Planning Policy Framework. The site is located in a highly sustainable location, adjacent to existing services and facilities and will seek to promote the delivery of housing and continued economic growth in the region.

In particular, development of the site will:

- Deliver further family housing including affordable;
- Provide mixed house-types;
- Provide housing close to local employment, transport routes and planned sustainable transport corridors; and
- Provide potential for significant public open space.

#### *Site capacity*

At this initial stage we consider that the site has capacity for approximately 120 dwellings based on 30dph over 6.57ha @ 60% site coverage. The proposed density of development, 30dph, is in keeping with the surrounding character of both existing and proposed dwellings as well as with generous open space and appropriate landscaping (see accompanying Vision Statement).

#### Section G: Suitability – Site features and constraints

There are no significant constraints at the site, which could prevent residential development being delivered. We have outlined other constraints which may need to be considered when developing the site.

#### *Access*

Vehicular access to/from the site would be taken from Horseheath Road, via a new priority junction to the north of the site. The new access would logically be located at about a mid-point of the northern boundary on Horseheath Road. A public right of way also connects the site to Barlow Road for pedestrians to the south (**Appendix 4**).

#### *Biodiversity*

The site is an arable field and in itself, does not appear to have any biodiversity value. This would be subject to an assessment as part of any planning application and any development at the site would have the potential to enhance biodiversity at and adjacent to the site.

#### *Contaminated land*

The site comprises greenfield land, which is unlikely to be contaminated.

#### *Flood risk and drainage*

The site is in Flood Zone 1, which is at the lowest risk of flooding (**Appendix 3**). As such, residential development is appropriate in this location. Any planning application would be accompanied by a Drainage Strategy which would outline how surface and foul water would be managed. Given the levels of the site it is envisaged that a surface water balancing pond may be needed in the north western corner of the site and this can form a part of a wider landscaped open space.

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### *Heritage*

The site is not located adjacent to any heritage assets, including listed buildings or conservation areas, which could restrict the scope and extent of development at the site. Any development at the site may need to be accompanied by an archaeological assessment, but there is no reason to believe that this could limit or prevent development at the site.

### *Landscape impact*

The site is well-defined by existing hedgerows. The north is bound by Horseheath Road and the south west is also bound by residential development, Kenwood Gardens and the Ridgeway. The southern boundary. The remaining part of the southern boundary will soon comprise further residential development which is currently subject to a reserved matters application (ref: S/2487/18/RM). The western boundary comprises a hedge separating it from the neighbouring field which has also recently outline planning permission for residential development. The nature of the countryside and its openness is addressed in the accompanying Vision Statement including the setting of design principles which respond to the site's characteristics.

On the completion of these application sites allocation of this site will result in the logical 'rounding off' of the built form of Linton and what would become the defined development framework for the village.

Furthermore, the impact of the development on the landscape and openness of the site can be controlled through a detailed planning application stage under the following:

- Appropriate density;
- green infrastructure;
- General public open space and landscaping;
- Appropriate boundary treatments; and
- Suitable pallet of building materials.

### *Services and utilities*

The site is located adjacent to the existing development framework for Linton and it is considered that connections can be made to existing services – including electricity, gas, sewerage, telecommunications and water. The site is not crossed by pylons/telegraph poles and we do not believe that the site is crossed by a pipeline or similar.

### *Public rights of way*

A public right of way (path: 146/26) runs outside but along the eastern boundary of the site linking Horseheath Road to Bartlow Road as shown on **Appendix 4**.

### *Topography*

The site slopes slightly in a south westerly direction away from Horseheath Road.

### Section H: Availability

Endurance Estates are promoting the site for residential development on behalf of the landowners Mr M D R Fairey and Mrs A M Whittome. Therefore, it is available for development now.

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We consider that Linton is a very attractive place to live and has a buoyant housing market. As such, we consider that a developer could easily be found to deliver the site.

We are not aware of any legal constraints which could delay or prohibit development.

In the absence of any significant physical constraints then the site can easily be commenced within a five-year period. It may take longer to complete in total depending on the actual size (i.e. quantum) of any site allocation.

#### Section I: Deliverability

Endurance Estates are promoting the site on behalf of the landowners Mr M D R Fairey and Mrs A M Whittome and it is considered that development at the site could be delivered within 5 -10 years. The site is greenfield land and there are no apparent constraints at the site which could prohibit delivery within this time period.

#### Section J: Viability

Given the character and nature of the site, we do not consider that there would be any issues associated with viability or deliverability of the site.

#### Section K: Supporting evidence

We have attached the following plans/documents to this representation, which we trust will inform the assessment of the site's suitability for development:

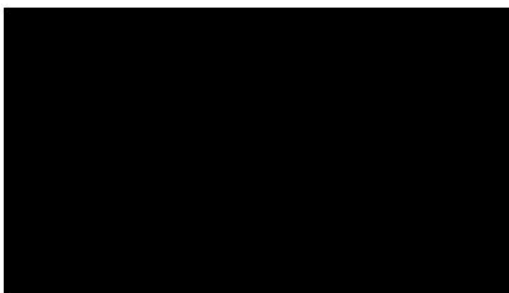
1. Site location plan - land subject to this representation;
2. Vision Statement – prepared by LDA Design;
3. Appendix 1: Bus stops and route to the south of the site along Bartlow Road;
4. Appendix 2: Route map for Stagecoach Linton – Haverhill, Linton – Cambridge;
5. Appendix 3: Flood map for Planning; and
6. Appendix 4: Public Rights of Way.

#### Conclusion

We consider that the site is suitable for residential development that can begin to be delivered within five years. It is a logical extension to Linton, particularly in light of the permitted land to the south and west. We therefore commend this representation to the Council.

Please do not hesitate to contact us if you have any questions or would like to discuss this representation further.

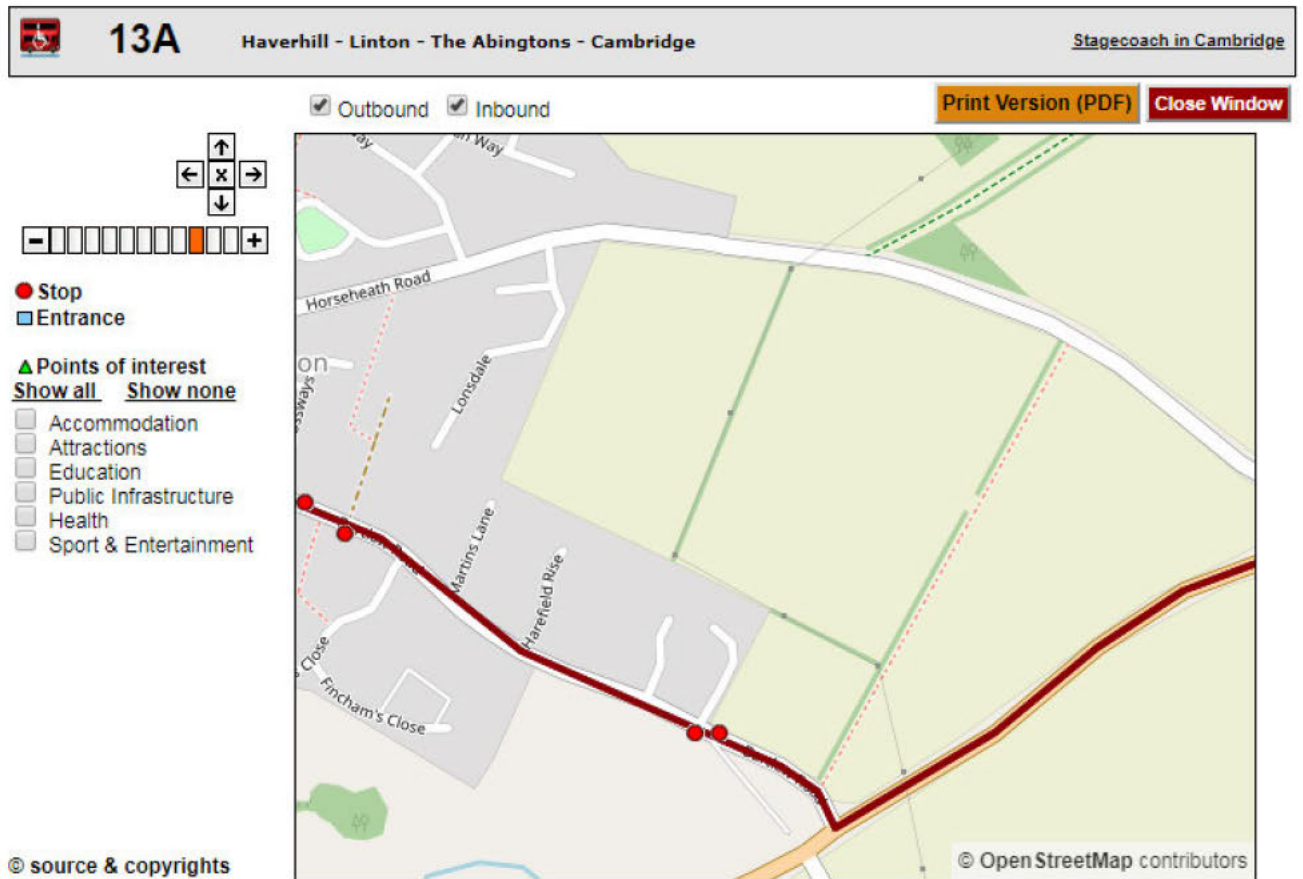
Yours faithfully



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Appendix 1: Bus stops and route to the south of the site along Bartlow Road.



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Appendix 2: Route map for Stagecoach Linton - Haverhill, Linton - Cambridge

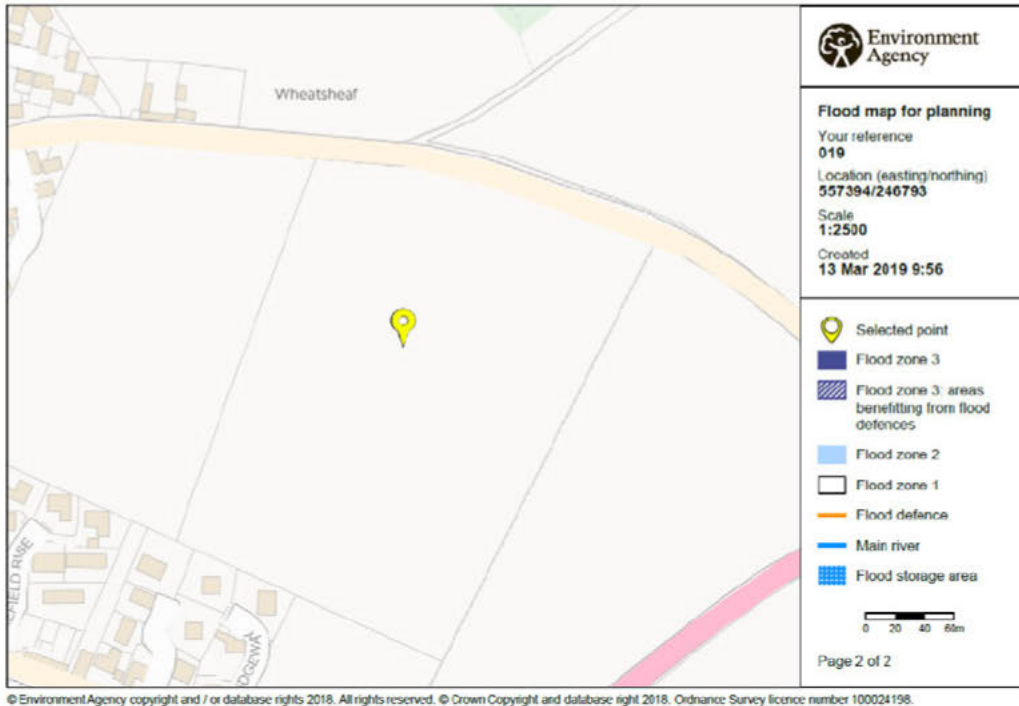


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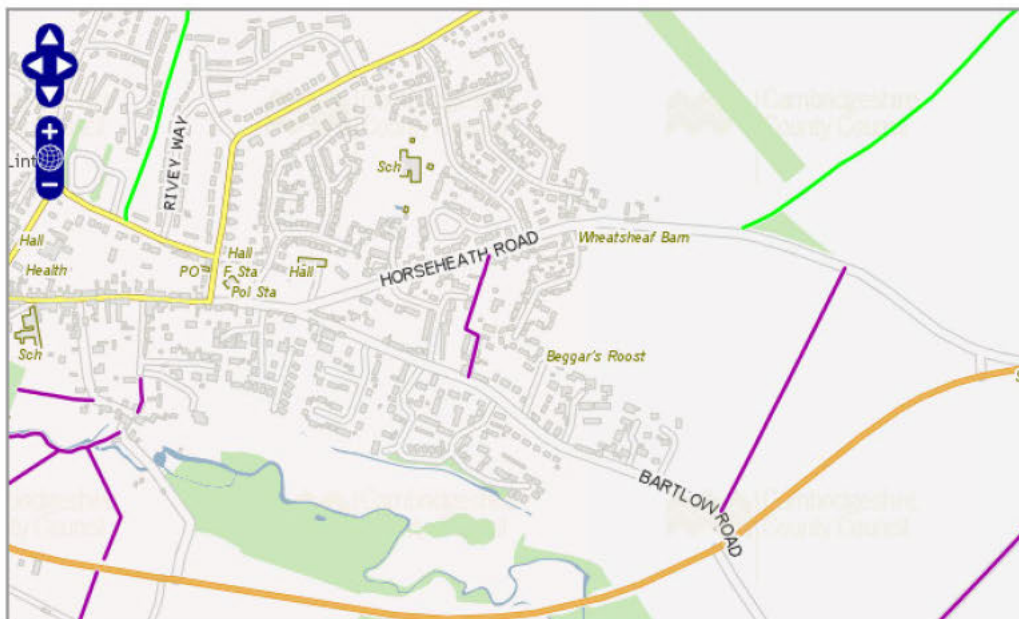
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### Appendix 3: Flood map for Planning



### Appendix 4: Public Rights of Way (Name: 146/26)



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