



Dear Councillor

DEVELOPMENT MANAGEMENT COMMITTEE - MONDAY, 23 MARCH 2026

I am now able to enclose for consideration at the above meeting the following reports that were unavailable when the agenda was printed.

**Agenda Item
No.**

LATE REPRESENTATIONS(Pages 3 - 40)

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DEVELOPMENT MANAGEMENT COMMITTEE – 23rd March 2026

LATE REPRESENTATIONS SUMMARY

2(a) 25/01922/OUT - Outline Planning Application with all matters reserved except for site access for construction of Storage and Distribution (Use Class B8), General Employment (Use Class B2), Bus Depot (Sui Generis) floorspace with ancillary offices and gatehouses, provision of landscaping, access infrastructure (including new and improved vehicular access from the A141, highway, parking, cycle and pedestrian access), utilities (including gas, electricity, water, sewerage, telecommunications), sustainable drainage systems, and all associated engineering works (including demolition of existing structures and buildings, breaking-up and reuse of hardstanding and ground remodelling and enabling works). The proposed development is phased with each phase being a separate and severable part of the development - Brookfield Farm, Ermine Street, Great Stukeley, Huntingdon, PE28 4AB.

1. **County Council (Transport Assessment Team):** No objection subject to conditions.

Notes that the A141 between the proposed site access and the A141/B1514 roundabout (the “BP Garage” roundabout where the A141, Main Street and Huntingdon Road meet) is heavily congested with extensive queuing. After observing traffic conditions in person, the County Council advises that the applicants transport assessment has significantly under-representing congestion and delay on the local transport network in the base case and is therefore not appropriate for use in the assessment of the traffic impacts of the development proposals. This renders any “monitor-and-manage” approach inappropriate.

Following numerous discussions the Local Highway Authority has confirmed that the only acceptable option would be for the applicant to

deliver mitigation prior to any occupation and not leave this to a later date. The applicant's modelling of the proposed mitigation (i.e. the three junction capacity improvements on the A141 set out in the main report) shows to the County Council's satisfaction that this would have a positive impact on traffic flows through the three junctions. Planning rules require a development to mitigate its impact only and not fix existing problems.

Consequently, whilst agreement has not been reached over the base model and what it shows, the Local Highway Authority is content that the mitigation proposed by the applicant would mitigate the development's impact at the three junctions on the A141.

Officer note: The Transport Assessment Team's recommended conditions are already including within those listed in the main report. Offsite highway improvement works, bus service provision and footway/cycleway links are proposed to be secured by Section 106 agreement, as set out in the main report.

2. County Council (Highway Development Control): No objection subject to conditions.

Confirms that Stage One Road Safety Audits have demonstrated acceptable improvements could be accommodated within the adopted highway boundary. Recommends additional conditions.

Officer note: The Local Highway Authority's recommended highway development management conditions are already including within those listed in the main report. Offsite highway improvement works are proposed to be secured by Section 106 agreement, as set out in the main report.

3. County Council (Rights of Way): No objection subject to a condition.

Officer note: An additional condition is recommended accordingly to safeguard the existing public right of way that crosses the site.

4. County Councillor Liam Beckett: Objects on four main grounds, which can be summarised as:

- Excessive building heights and unacceptable visual/amenity harm
- Transport Assessment is incomplete and unreliable
- Severe impacts on Hinchingsbrooke Park Road, emergency access and the A141 corridor
- Unassessed impacts on the A1 Buckden roundabout and wider strategic network

If Members are minded to grant outline permission, requests conditions in respect of:

- Reduced building heights (to 18m)
- Restrictions on operating hours, limited to 07:00 to 21:00 Monday to Friday and 08:30 to 20:00 weekends and bank holidays
- A continuous acoustic barrier along the eastern (A141) site boundary
- Upgrades to the Views Common Road/Hinchingsbrooke Park Road junction
- Blue light impact assessment prior to commencement
- ANPR enforcement of the existing 7.5T weight limit on Views Common Road
- Full new Transport Assessment

Officer note: The late representation raises no new material considerations not already assessed within the main report, other than the request for a “Blue light impact assessment” which has not been sought by any of the emergency services.

5. Hinchingsbrooke Residents Association: Continues to object on the grounds set out in the main report, which can be summarised as:

- Conflict with Local Plan and Irreversible Damage to Landscape Character
- Acoustic Reflection and Noise Pollution
- Technical Failures and Cumulative Impact
- Public Safety and Fear of Crime
- Impact on Hinchingsbrooke Country Park
- Traffic Impact, Access to Hinchingsbrooke Hospital and Public Safety

If Members are minded to grant outline permission, continues to request conditions in respect of:

- Reduced building heights (to 15m)
- Reduction in the size and height of Unit 2E
- Restrictions on operating hours, limited to 07:00 to 21:00 Monday to Friday and 08:30 to 20:00 weekends and bank holidays
- Omission of the proposed A141 footway/cycleway underpass
- Traffic enforcement measures, including ANPR on Views Common Road
- Noise Reduction, including restrictions on reversing beepers

Officer note: The late representation raises no new material considerations not already assessed within the main report. Officers note that the Residents Association circulated their letter direct to Development Management Committee members on Wednesday 18th March, and that the detailed wording of the conditions recommended in the main report was sent to the Residents Association last week.

6. HDC Economic Development Team: Reiterates their strong support.

Understands that the developer is currently in detailed and active discussions with five established local businesses seeking to expand within Huntingdonshire and relocate to the site, thus responding directly to identified and immediate business need. Enabling these businesses to expand locally is critical to maintaining economic momentum within the district and minimises the risk that they may need to relocate outside the District. The proposal represents a clear and immediate opportunity to support business expansion, safeguard and create jobs, and reinforce Huntingdonshire's position as a competitive location for investment and growth.

Officer note: The applicant has been asked for information on the local businesses who have expressed an interest in relocating to the site, but is under Non-Disclosure Agreements which currently prevent them from doing so.

7. Applicant: Has submitted a final pre-committee letter outlining that:

- National Highway's holding objection has been lifted
- The Local Highway Authority's holding objection has been removed
- The Rights of Way Officer's holding objection has been lifted
- The additional *Accurate Visual Representations* submitted in response to the Hinchingsbrooke Residents' Association's request demonstrate, in the applicant's opinion, that glimpse views of the development would not be out of character and that any visual effects would be "moderate adverse" as set out in their detailed Environmental Statement
- A recent report published by the British Property Federation (a not-for-profit membership organisation representing the UK real estate industry) titled *The Infrastructure of Everything* may be relevant

The applicant has also submitted a cross-section drawing which compares the separation distances in the proposed development to

those at a scheme a Tyldesley (Lancashire) cited as similar by the Residents Association in their recent leaflet-drop.

Officer note: No additional assessment is considered necessary in response to the applicant's letter. Hinchingsbrooke Residents Association had not had sight of the cross-section comparison drawing, which was received after their letter had been submitted.

7. Other

As a point of clarification, paragraph 7.2 of the main report should read:

7.12 Taking all the above into account, and noting the words “will be supported” in Policy LP18 compared with “where possible” in LP10, the proposed development is considered to comply with the spatial strategy of the Development Plan when read as a whole. Officers do not consider that loss of agricultural land overrides the support in principle conferred by Local Plan Policy LP18.

2(b) 25/00892/OUT - Outline application with all matters reserved except for access via Peterborough Road for the demolition of 107 Peterborough Road, and the development of up to 185 dwellings (Use Class C3), public open space and associated infrastructure – Land West of Peterborough Road, Farcet.

A representation has been received regarding the proposed off-site highway improvements works on St Marys and Vicarage Gardens, and how this would result in the loss of layby and green verges but also create conflict between users. Paragraph 7.45 of the report provides commentary on these works:

7.45 *To further improve routes to Farcet CofE Primary School for pedestrians and cyclists, the applicant proposes to widen the existing footway on the northern side of Vicarage Gardens between the raised table crossing on the B1091 Peterborough Road and Farcet CofE Primary School to a 4m wide segregated*

footway/cycleway to better facilitate travel to Farcet CofE Primary School from the site by active travel modes. Such works are acceptable subject to their detailed design.

All of the off-site highway improvements work that are proposed as part of the application fall within highway land. Members should note that the Highway Authority benefits from permitted development rights to carry out maintenance or improvements on land within ownership/control.

These particular off-site highway improvements works will further improve routes to Farcet Primary School. In this case, the works on Vicarage Gardens would result in the loss of a layby and green verges but this is balanced against the accessibility and safety improvements for the users (children and parents travelling to Farcet Primary School). The majority of properties have off-road parking in the form of driveways. Officers disagree that there would be any additional conflict between users, as currently car users have to be mindful of pedestrian and cyclists (given the fact they have to cross the pavement from driveways to the highway), and especially of children given that a primary school is located on the road. Officers consider that the benefits of the provision of the footway/cycleway outweigh any harm caused by the loss of the layby and green verge.

The applicant has carried out a Road Safety audit for the proposed mitigation on the Peterborough Road southern arm of the Whittlesey Road/ Peterborough Road/ A605 roundabout. Peterborough City Council have reviewed this and have confirmed they are happy.

The applicant has also provided clarification to the Ecology Officer on the BNG baseline. The Ecology Officer is now content on BNG matters. Given that this outstanding matter is resolved, Officers no longer request delegated authority on this.

The recommendation is therefore amended to:

RECOMMENDATION - APPROVAL subject to the prior completion of a Section 106 obligation relating to affordable housing, BNG monitoring, provision of open space and wheeled bins, and subject to conditions.

2(c) 25/00017/FUL - Installation of cooling pond with ancillary equipment, new bund and ground-mounted solar panels (Retrospective) - The Old Hangar, Sibson Airfield, Sibson, Peterborough, PE8 6NE.

There are no late representations for this item.

Brookfield Farm Ermine Street Great Stukeley

25/01922/OUT

TRANSPORT COMMENTS

PREPARED BY: Transport Assessment Team

AUTHOR: Andrew Connolly

CHECKED BY: Jez Tuttle

DATE: 18 March 2026

Background

The applicant has sent over a number of emails containing additional information and TN05, TN06 and TN07.

Having reviewed the planning application and additional information, the Highway Authority has the following comments to make.

The Highway Authority has undertaken two site visits to observe traffic conditions at peak times on the A141, between the proposed site access and B1514 roundabout. It has been observed that this part of the network is heavily congested with extensive queuing. The reason the Highway Authority has concluded that this is a queue of vehicles is because vehicles cannot enter or exit the roundabout of the A141 with Washingley Road due to a queue of vehicles extending back from the A141 through the roundabout. This queue is caused by the next junction along the A141, which is the Ermine Street/Stukeley Road roundabout. There are no other junctions between these two roundabouts which take priority over the A141 that would cause queuing. If vehicles cannot enter or exit a roundabout in free flow due to vehicles in front of them, then they are likely in a queue. Queueing simply means flow is restricted and delay is accumulating.

The traffic count data and subsequent modelling work undertaken by the applicant and contained within the original TA says that this part of the network is not congested and there is little to no queuing. After observing traffic conditions in person, it is clear that the applicants transport assessment is significantly under-representing congestion and delay on the local transport network in the base case and is therefore not appropriate for use in the assessment of the traffic impacts of the development proposals.

The applicant was suggesting a monitor and manage approach but given the TA has not accurately shown the developments impacts, this is not an acceptable approach.

The network is already over capacity therefore its unclear what trigger(s) could be used for the commencement of the mitigation works.

Following numerous discussions with the applicant and the planning authority it was decided that the only option that would be acceptable to the Highway Authority would be for the applicant to deliver mitigation prior to any occupation and not be left to a later date.

Technical note 05 and 06 model various junctions and scenarios. Technical note 07 has undertaken new capacity testing of three junctions within the study area, the A141 with Ermine Street, the A141 with Washingley Road and the A141 with Kings Ripton Road. These three junctions and the A141 with Huntingdon Road junction, which hasn't been assessed are the main junctions which the development will have an impact at. TN07 has also assessment what effect the mitigation will have on the operation of the junctions. Due to the time pressure put on the Highway Authority, it has not been possible to assess the impact of this development on the highway network as thoroughly and robustly as the Highway Authority would have liked.

Due to the aforementioned time pressures, the Highway Authority has not been able to fully assess the modelling contained within TN07, but the base model (2025) does show queuing of 205 PCU's, which equates to around 1.2km of queuing on the A141 northern arm. The Highway Authority observed queuing of around 900m on this arm. The modelling is therefore much more robust when compared to the original base model which showed just a few vehicles, acknowledging that it now shows a potential 'overestimate'. When modelling the proposed mitigation, TN07 does show that the mitigation will have a positive impact on traffic flows through the three junctions. Planning rules require a development to mitigate its impact only and not fix existing problems.

Whilst agreement has not been reached over the base model and what it shows, the mitigation proposed by the applicant will mitigate the developments impact at the three junctions. This has been demonstrated by the modelling contained within TN07. The applicant has agreed to direct delivery of the mitigation, although it will need to stagger delivery on the ground, along with the construction of the proposed site access roundabout.

For the above reasons the Highway Authority does not wish to object to the planning application subject to the following -

1. Prior to first occupation of any units, the applicant shall deliver on the ground a grade separated crossing of the A141 to Hinchingbrooke, which shall include but not be limited to, access for walking and cycling, lighting and CCTV. Details shall be submitted to and approved in writing by the Local Planning Authority.

2. Prior to first occupation of any units, the applicant shall provide a bus service from the site to Huntingdon town centre. The bus service shall run from the agreed start date until the development is fully occupied. Prior to first occupation details on start date, routing and frequency shall be submitted to and approved in writing with the Local Planning Authority.
3. Prior to the commencement of development, the layout and design for the off-site highway improvement works at the junction of the A141 with Ermine Street/Stukeley Road as shown indicatively on drawing No. STN-HGN-A141RB-DR-CH-1000-P02, shall be submitted to and agreed in writing by the Local Planning Authority. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.
4. Prior to the commencement of development, the layout and design for the off-site highway improvement works at the junction of the A141 with Washingley Road/Latham Road as shown indicatively on drawing No. STN-HGN-A141RB-DR-CH-1001 P01, shall be submitted to and agreed in writing by the Local Planning Authority. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.
5. Prior to the commencement of development, the layout and design for the off-site highway improvement works at the junction of the A141 with Kings Ripton Road as shown indicatively on drawing No. 332611944-STN-HGN-A141-DR-CH-0001 Rev P03, shall be submitted to and agreed in writing by the Local Planning Authority. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.
6. Prior to first occupation of any units, the applicant shall be responsible for the provision and implementation of an Overarching Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include suitable measures and incentives to promote sustainable travel and shall be monitored annually with all measures reviewed to ensure targets are met. Further more Travel Plans will be required as each phase/unit comes forward on the site.

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PLANNING CONSULTATION RESPONSE

<p>To James Croucher Huntingdonshire District Council Pathfinder House St Marys Street Huntingdon PE29 3TN</p>	<p>Place & Sustainability Highway Development Management Cambridgeshire County Council West Highways Division Huntingdon Highways Depot Stanton Way Huntingdon Cambs PE29 6PY</p>
<p>App Reference: 25/01922/OUT</p>	
<p>Date In: 16/03/26 Date Out: 18/03/26</p>	<p>Contact: Robin Hobbs</p>

RE: *Application description*

Proposal: Outline Planning Application with all matters reserved except for site access for construction of Storage and Distribution (Use Class B8), General Employment (Use Class B2), Bus Depot (Sui Generis) floorspace with ancillary offices and gatehouses, provision of landscaping, access infrastructure (including new and improved vehicular access from the A141, highway, parking, cycle and pedestrian access), utilities (including gas, electricity, water, sewerage, telecommunications), sustainable drainage systems, and all associated engineering works (including demolition of existing structures and buildings, breaking-up and reuse of hardstanding and ground remodelling and enabling works)

Location: Brookfield Farm Ermine Street Great Stukeley Huntingdon PE28 4AB

Following the most recent submissions regarding the offsite works not associated with the access I would reiterate my previous comments below with additional comments regarding the remote mitigation measures proposed.

- I note that the rights of way team and transport assessment team have commented and have raised further requirements they will respond separately.
- The design is dependent on traffic regulation orders to reduce the speed details have been provided from Cambs Constabulary regarding the proposed changes to the surrounding roads speed limits to which they appear relatively supportive.

- That proposed is of such a complex nature with embankments, vehicle restraint system and an underpass. These details are relatively acceptable and the applicants are indicating that the in-detail elements such as drainage underpass and earthworks will be as part of the in-detail design and as such I would request a condition that no works are undertaken on site until the offsite works have been agreed in detail with the LPA in consultation with the Highway Authority. They have also indicated that they are willing to cover the cost of the 278 works vetting which will require specialist input.
- The stage 1 Audit and response have been supplied inclusive of the consultant's response to it, which does not indicate any issues which cannot be mitigated, and is therefore acceptable.
- Details have been provided for drainage of the proposed infrastructure in principle however as above the detail will need to be provided at during the stage 2 safety audit process inclusive of existing drainage and any proposal relating to it. The LLFA will comment regarding discharge rates etc and be satisfied that these are acceptable.
- Assessment of the existing layby usage has been provided along with reasons why they consider that this is no longer a requirement given the other facilities located within the location and that this is no longer a trunk road which are accepted.

Mitigation measures drawings have now been submitted, and I would make comment accordingly.

- The offsite mitigation measures have all been subject to stage 1 (in principle) safety audits in relation to the alterations proposed at Washingley Road, Kings Ripton junction and A141 Ermine Street Huntingdon.
- The stage one (in principle) safety audits have all been subject to internal reviews with The Highway Authorities own safety audit team, which concluded that while there were no major issues with that proposed, changes would be required to be acceptable. The changes required would all be within the current limits of the adopted highway and therefore could be provided by the applicant.

Because of the tight timescales subjected to this application it has not been possible to amend the drawings finalising the eventual amendments. This is not the recommended approach and does introduce risk which the LPA must be comfortable with. Our preference would be to defer determination until all issues are resolved and we have agreed drawings which are able to be conditioned.

- Given the above while the Highway Authority have no objections to the proposed offsite works a condition requiring them to be subject to a further stage 1/2 safety audit process, and detailed plans to be submitted and agreed by the Local Planning Authority in consultation with the Highway Authority prior to any construction on site taking place.

Providing that the Local Planning Authority is happy to append such a condition the highway Authority would have no objections to the proposed offsite mitigation works. It's important to note that the broad principle of the mitigation strategy is agreed but design layout changes would be required as a part of any such discharge of conditions application.

Following a review of the documents provided to the Highway Authority as part of the above planning application, the effect of the proposed development upon the Public Highway should be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal:

- HDMC 01 Prior to the commencement of the development full details (in the form of scaled plans and/or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:
- a) The layout of the site, including roads, footways, cycleways, buildings, visibility splays, parking provision and surface water drainage.
 - b) The siting of the buildings and means of access thereto.
 - c) Visibility splays
 - d) Parking provision
 - e) Turning Areas
 - f) Loading Areas

- HDMC 31 Prior to the construction of the development hereby permitted the off-site highway works related to the access of the site based on drawing STN_HGN_XX_DR_CH_0101 rev P3 shall be completed to the written satisfaction of the Local Planning Authority.

Reason: to ensure that the highway network is adequate to cater for the development proposed.

HDMC 31 Prior to the commencement of development, layout and design for the off-site highway improvement works at Ermine Street Roundabout, Washingley Road roundabout and A141kings Ripton signalised junction as shown indicatively on STN-HGN-A141RB-DR-CH-1000 rev P02, STN-HGN-A141RB-DR-CH-1001 rev P01 and STN-HGN-A141RB-DR-CH-0001 rev P03 respectively [insert plan references] shall be submitted to and agreed in writing by the Local Planning Authority. Such a submission must include a combined Stage 1 and 2 Road Safety Audit. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.

.”

Reason: to ensure that the highway network is adequate to cater for the development proposed.

INFORMATIVES

The applicant should be informed that in order to carry out the works within the highway a short form Section 278 agreement will need to be entered into with the highway authority. [Highways development - Cambridgeshire County Council](#)

The applicant should be informed that in order to carry out the works within the highway, a Stage 2 Road Safety Audit will need to be carried out prior to any works being undertaken and that a Section 278 Highways Agreement will need to be entered into with the Highway Authority for the construction of the offsite alterations. [Highways development - Cambridgeshire County Council](#)

James Croucher

From: Katharine Barnes (she/her) <katharine.barnes@cambridgeshire.gov.uk>
Sent: 18 March 2026 14:33
To: Warren Cull; David Akam; Dan Wiggs
Cc: Ben Taylor; Adam Davies; James Croucher
Subject: RE: 25/01922/OUT - Hinchingbrooke Logistics Park - CCC PROW comments [Filed 06 Mar 2026 11:51]

Hi Warren,

Thank you for getting back to me so promptly, and for confirming the below.

I am satisfied that we can work with our colleagues in HDM regarding the underpass, and so would ask for our objection to be modified as the below:

Standard Public Rights of Way Condition

DMapC 02 Prior to the commencement of any works that would result in the permanent obstruction of an existing public right of way the replacement routes must be approved by the Local Highway Authority, certified and confirmed by order.

Reason: To ensure that that public rights of way are open to the public

Kind regards,
Kat

Kat Barnes (she/her) [Why have I put this here?](#)
Definitive Map Officer
Place and Sustainability

Definitive Map Officer

Asset Management, Design and Delivery Service

[Cambridgeshire County Council](#) | [Facebook](#) | [Twitter](#)

Call me through Microsoft Teams on 01480 377607

Write to me at:

Box STA2101, Highways Depot, Stanton Way, Huntingdon, PE29 6PY



Infrastructure & Project Delivery

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Date: 19/03/2026
Contact: 07312 081892
Email: liam.beckett@cambridgeshire.gov.uk

Liam Beckett County Councillor
Brampton & Buckden Division
New Shire Hall, Emery Crescent,
Enterprise Campus, Alconbury Weald, PE28 4YE

Planning Application 25/01922/OUT - Newlands Park, Brookfield Farm, Ermine Street, Great Stukeley

Dear Development Management Committee Members,

I am writing to submit a formal objection to planning application **25/01922/OUT** for the proposed Newlands Park (formerly Hinchingsbrooke Logistics Park) at Brookfield Farm. Having reviewed the officer's report, the Environmental Statement, and the technical consultee responses, I believe the application conflicts with several key policies of the Huntingdonshire Local Plan to 2036 and the National Planning Policy Framework (NPPF).

My objection focuses on four principal areas:

1. **Excessive building heights and unacceptable visual/amenity harm**
2. **A fundamentally incomplete and unreliable Transport Assessment**
3. **Severe impacts on Hinchingsbrooke Park Road, emergency access and the A141 corridor**
4. **Unassessed impacts on Buckden Roundabout and the wider strategic network**

I also include a final section recommending **necessary conditions** should the Committee be minded to approve the application.

1. Building Heights - Conflict with LP10, LP11, LP12 and LP14

The proposed building heights of **18.5m, 21m and 24m** are wholly inappropriate for a site located:

- **150m from residential properties** (DMC Officers Report: "the closest proposed building would be not less than 150m away", quoting the report)
- **Immediately adjacent to Hinchingsbrooke Country Park**, one of the district's most sensitive landscape assets
- **On rising ground**, increasing visual prominence

The Council's own Landscape Consultant confirms that even after revisions:

“Residual moderate adverse landscape and visual effects would remain, for up to Year 15 post-development.”
(DMC Report, Landscape section)

Place Services similarly concluded that the height reductions were limited, and localised visual harm remains moderate adverse even at Year 15.

This directly conflicts with:

LP10: The Countryside

Requires development to respect the intrinsic character and beauty of the countryside. A 24m skyline of industrial buildings cannot be reconciled with this requirement.

LP11 & LP12: Design Context and Implementation

Require development to respond positively to local character. The officer report acknowledges that the massing will remain visually intrusive for at least 15 years.

LP14: Amenity

Requires development to avoid oppressive or overbearing relationships. A 24m ridge height, on elevated plateaux, within 150m of homes, **is inherently overbearing.**

LP34: Heritage Assets

Historic England confirms the scheme causes *less than substantial harm* to the Grade II* Church of St Bartholomew and other listed assets.

This harm must be given **great weight.**

Why 24m is unnecessary

The applicant has already agreed to **21m maximum** at their Cambridge site. Many comparable logistics parks operate successfully at **15 - 18m.**

There is no functional requirement for 24m buildings here, and the applicant’s justification (“commercial drivers”) is not a material planning consideration.

Requested modification:

A site-wide height cap of **18m**, which would materially reduce visual harm and bring the scheme closer to Local Plan compliance.

2. Transport Assessment - Incomplete, inaccurate and unsafe

The Transport Assessment (TA) is not fit for purpose. This is not an opinion; it is the view of the **Highway Authority itself**.

The County Council's Transport Assessment Team states:

"The applicant's transport assessment is significantly under-representing congestion and delay... and is therefore not appropriate for use."

(Highways Response, p.1)

They further confirm:

"The network is already over capacity... the TA has not accurately shown the development's impacts."

(Highways Response, p.1)

This is a fundamental failure under:

LP16: Sustainable Travel

Requires full consideration of transport impacts. The TA demonstrably fails this test.

LP17: Vehicle Movement

Requires safe and suitable access for all users. Without accurate modelling, this cannot be demonstrated.

NPPF paragraph 116

Development should be refused where residual cumulative impacts are severe. Without a reliable TA, severity cannot be assessed.

Missing or flawed assessments include:

- **No modelling of Buckden Roundabout**, despite being a known over-capacity junction and a major HGV route. National Highways has not completed a traffic assessment regarding the impact on Buckden Roundabout.
- **No modelling of A1307 / Views Common Road / Hinchingbrooke Park Road**, despite CCC previously requiring it.
- **No modelling of the A1307**, because the applicant asserts - without evidence - that no traffic will use the A1307. The assertion is very likely untrue – anecdotally a simple google maps or apple maps search will direct traffic towards the site via the A1307.
- **Use of 2011 Census data** for worker travel patterns, which the Highway Authority notes is inappropriate and outdated.
- **No assessment of traffic displacement** into Great Stukeley, Little Stukeley, Brampton, Abbots Ripton or rural lanes - despite multiple parish councils raising this as a predictable outcome.

This is not a minor technical gap. **It is a systemic failure that makes the application unsafe to determine.**

3. Severe Impacts on Hinchingsbrooke Park Road and Emergency Access

Hinchingsbrooke Park Road is already a single-access estate serving:

- 800+ homes
- Hinchingsbrooke Hospital
- Hinchingsbrooke School (2,100 pupils)
- Cromwell Academy
- Police HQ
- Fire HQ
- Country Park visitors

The DMC report acknowledges:

Residents report routine delays of 30 - 60 minutes... emergency vehicles already experience delays.

A video submitted to the Council shows an ambulance unable to exit the estate due to congestion.

I am personally familiar with this congestion too, having first experienced it when my daughter was admitted to hospital in 2024. A trip home to Offord Cluny to collect clothes took over 2 hours due to congestion leaving Hinchingsbrooke Road.

The development adds:

- **2,448 HGV movements per day**
- **5,000 - 7,500 total daily vehicle movements**
- **24/7 operations**

This is incompatible with:

LP12: Design Implementation

Requires safe access for emergency vehicles.

LP14: Amenity

Requires protection from noise, disturbance and traffic impacts.

NPPF paragraph 135(f)

Requires developments to avoid undermining community safety.

The Highway Authority confirms:

“This part of the network is heavily congested with extensive queuing... the TA significantly under-represents congestion.”

Without a **Blue Light Impact Assessment**, the application cannot be safely approved.

4. Unassessed Impacts on Buckden Roundabout and the A1/A14 Corridor

Buckden Roundabout is already a recognised congestion hotspot. The development will generate:

- A high proportion of **southbound HGVs**
- Additional LGVs and employee traffic
- Increased pressure on the A1 and A14 corridors

Yet National Highways has not completed a traffic assessment regarding the impact on Buckden Roundabout.

This is a clear breach of:

LP4: Infrastructure Delivery

Requires adequate capacity in the strategic network.

NPPF paragraph 104

Requires developments to consider cumulative impacts on the wider transport network.

Until National Highways completes a full assessment, the application is premature.

5. Additional Material Conflicts with the Local Plan

Loss of tranquillity and landscape character (LP10, LP11, LP12)

The Council’s Landscape Consultant confirms long-term loss of tranquillity.

Heritage harm (LP34)

Historic England identifies less-than-substantial harm to multiple listed buildings.

Tree loss (LP31)

The proposal removes a Category A Giant Redwood and a linear woodland belt.

Cumulative impact not assessed (LP2, LP18)

The site sits within the emerging North Huntingdon Growth Cluster.
The application is premature without a cluster-wide transport and infrastructure assessment.

6. Requested Conditions if the Committee is Minded to Approve

If approval is granted, the following conditions are essential to mitigate harm:

1. Building Height Cap: Maximum 18m

Justification:

- Reduces visual harm
- Aligns with comparable Newlands schemes
- Supports LP10, LP11, LP12, LP14 and LP34

2. Restricted Operating Hours

07:00 - 21:00 only (Mon-Fri), no 24/7 operations. **08:30 – 20:00** Weekends and bank Holidays, no 24/7 operations.

Justification:

- Protects residential amenity (LP14)
- Reduces night-time noise and light pollution
- Reduces air pollution
- Supports bat protection and dark skies

3. Mandatory Noise Reduction Measures

A continuous acoustic barrier along the **eastern boundary** facing Hinchbrooke and restrictions on tonal reversing noise at unsociable hours (i.e. applicable beyond the hours

suggested in the section (2) above, if this condition is not applied)

Justification:

- Required to meet BS4142 thresholds
- Supports LP14 and NE3

4. Upgrade of Hinchingsbrooke Road / Views Common Road Junction

A full junction capacity upgrade must be secured via S106.

Justification:

- Multiple parish councils and the HRA identify this as a critical bottleneck
- Required to maintain emergency access (LP12)

5. Blue Light Impact Assessment

Must be completed and approved before any development commences.

6. ANPR Enforcement of Weight Limits

To prevent HGVs using Views Common Road or residential streets.

7. Full, independently verified Transport Assessment

Including:

- Buckden Roundabout
- A1307
- Hinchingsbrooke Park Road
- J13/J14
- Traffic displacement modelling

Conclusion

The application, in its current form, is **not compliant** with the Huntingdonshire Local Plan or the NPPF.

The evidence from the Council's own consultees - particularly the Highway Authority - demonstrates that the Transport Assessment is incomplete and unreliable, making the application unsafe to determine.

The scale, height and massing of the proposed buildings cause unacceptable visual, amenity and heritage harm.

The impacts on Hinchingsbrooke Park Road and emergency access are severe and unmitigated.

The absence of thorough, accurate modelling for the A1307 is a **critical omission**:

- 2,448 HGV movements per day
- 5,000 - 7,500 total daily vehicle movements
- 24/7 operations

Any error in the traffic modelling - even a small one - risks creating serious danger for the public. If HGVs divert through Brampton or along the A1307 (a high possibility given a simple test on google maps demonstrates this), they will be travelling through residential streets used daily by families, schoolchildren and vulnerable road users. These routes already struggle with ordinary traffic levels; adding the volumes predicted for this development would push them beyond safe capacity. **The applicant simply can't mitigate this risk** – it would be impossible to completely ensure that all signage makes it certain that the operations would not impact the local residents that have elected me to represent them.

For these reasons, I respectfully request that the Committee **refuse** the application, or at minimum **defer** it pending completion of the missing assessments.

Yours sincerely,

Cllr Liam Beckett

County Councillor for Buckden & Brampton



March 18th 2026

Formal Objection: Planning Application 25/01922/OUT – Newlands Park, Huntingdon (formerly known as Hinchingsbrooke Logistics Park)

To the Members of the Development Management Committee,

The Hinchingsbrooke Residents' Association wishes to register a formal objection to the outline planning application for the proposed development at Brookfields Farm (Newlands Park- Huntingdon).

We recognise the need for employment land within Huntingdonshire. However, we do not consider this site to be suitable for development on the scale proposed. In our view, the application conflicts with the currently adopted HDC Local Plan to 2036, creates unacceptable impacts on nearby residents, and raises serious concerns regarding traffic, public safety and access to Hinchingsbrooke Hospital.

Our objections are set out below.

1. Conflict with Local Plan and Irreversible Damage to Landscape Character (LP2, LP10, LP11, LP12, LP14, NE2 & NE3)

The site lies within land designated as Open Countryside and is not allocated for industrial use in the Stukeleys Neighbourhood Plan.

The proposed warehouses, with eaves heights of 18.5m, 21m and 24m, would be substantially larger than the precedent already set on the nearby Hinchingsbrooke Business Park and would be visible over a wide area, including from residential streets. The warehouses would create a sense of enclosure for residents, many of whom choose to live on the estate because of the open countryside location.

We enclose a scale representation of the visual impact of the development and how it will dwarf residents' homes looking from Parkway towards Flamsted Drive (using an image provided this week by Newlands which we have zoomed in).

The excessive height and massing would result in an unacceptably overbearing impact, a significant loss of natural light, and a detrimental increase in noise and light pollution, as a result of the impact from the 24 hour activities proposed as a result of the proposed development devaluing the amenity for neighbouring residents.

The application acknowledges that there will be residual landscape harm for a prolonged period, which reinforces the concern that the scale of the proposal is not appropriate for this location.

2. Acoustic Reflection and Noise Pollution (LP14)

The site is located close to established residential areas, in some cases within approximately 150 metres.



The scale and height of the proposed warehouses, positioned opposite the existing Business Park, raises the risk of increased noise through reflection and amplification of traffic noise from the A141 and surrounding road network. We do not consider that this potential cumulative impact has been fully assessed.

We also note that comparable Newlands developments elsewhere at Thrapston and proposed at Cambridge are located significantly further from residential properties.

3. Technical Failures and Cumulative Impact (LP18)

The application relies heavily on the proximity of the existing Hinchingbrooke Business Park to justify development at Brookfields Farm. However, the two sites are physically separated by the A141 and are not part of the same employment area. The creation of a roundabout and an underpass do not make them integrated.

We also have concerns regarding flood risk, drainage capacity and the cumulative impact of development.

4. Public Safety and Fear of Crime (BE1)

The proposal includes the construction of an underpass to support pedestrian and cycle movement.

We are concerned that an underpass will feel unsafe, particularly outside daylight hours, and may discourage use rather than encourage Active Travel. The inclusion of an underpass increases the risk of anti-social behaviour and more serious crime, including County Lines activity, directly impacting the safety and security of the local residential environment.

We request that the underpass is replaced with a Toucan crossing like the one at the Brampton Hut roundabout installed as part of the A14 changes

5. Impact on Hinchingbrooke Country Park (HU10)

Huntingdonshire District Council is currently investing £2.9m in improvements to Hinchingbrooke Country Park with the stated aim to protect its tranquillity and enhance biodiversity.

The proposed development would introduce large-scale industrial activity operating across extended hours close to the park boundary. We are concerned this will adversely affect wildlife, including protected species, reduce the quiet recreational value of the park and the wider aims of the Council's investment in the park.

6. Traffic Impact, Access to Hinchingbrooke Hospital and Public Safety (LP12)

A major concern relates to the effect on the local road network serving Hinchingbrooke Hospital.

Hinchingbrooke Park Road already experiences congestion at peak times and residents regularly observe delays affecting emergency vehicles, often being forced to mount kerbs to allow ambulances to pass.



Planning reports as far back as 2017 (development of the former forensic laboratory) acknowledged it could take an hour to exit the Estate; this situation has only worsened subsequently.

We estimate the development will generate 5,000 -7,500 additional daily vehicle movements, including 2,448 HGVs (based on Newlands' data - over 11% of the old A14's HGV volume). We do not consider that the current road network can safely accommodate this increase without risk of delay to emergency services. It is noted that in January 2025 CCC Highways required a traffic assessment on Views Common Road and Hinchingsbrooke Park Road. It is unclear why that position has changed.

A video taken earlier this month <https://www.youtube.com/watch?v=3XJgpTUcLkE> shows the issues already faced by emergency vehicles trying to get off the estate on weekdays during termtime.

Given the proximity of a major hospital, we request a specific and independent assessment of the impact on emergency vehicle access is required before any decision is made. We believe it raises issues for public safety under policy LP12; We further request a Blue Light Impact Assessment be undertaken to confirm the development will not compromise emergency response times.

7. Requested Conditions if Permission is Granted

If the Committee is minded to approve the application, we ask that the following conditions are imposed to reduce the impact on nearby residents and emergency services:

- 1) **Maximum building height** to be limited to 15 metres, (it is noted that at their proposed Cambridge site, Newlands have agreed already to a maximum height of 21 metres before their application is submitted)
- 2) **Reduction in the size and height of Unit 2E**, with increased separation from existing housing, to reduce visual and residential impact. It is the **largest and most visually** intrusive unit yet is positioned closest to Hinchingsbrooke residents: we request that it is pushed back 100 metres. It is fundamentally unfair that smaller units are placed near the Brampton Hut roundabout simply to satisfy CCC Highways' desire to protect the views of passing motorists (which was a statement made by Newlands at a meeting with the Friends of Hinchingsbrooke Country Park in November 2025). The amenity of local residents must be prioritised over the aesthetic preferences of transient traffic and they should not be forced to live under a 43.75 metre AOD ridgeline.
- 3) **Restrictions on operating hours**, limited to 07:00 to 21:00 Monday to Friday and 08:30 to 20:00 weekends and bank holidays to reduce the noise and air pollution impacts.
- 4) **Removal of the proposed underpass** and replacement with a controlled surface crossing (as per that installed at Brampton Hut when the A14 changes were made).
- 5) **Traffic enforcement measures**, including ANPR on Views Common Road, to prevent HGV use so as to prevent congestion so that emergency vehicles and residents are not delayed.
- 6) **Noise Reduction**, including restrictions on reversing beepers (tonal reversing) if you choose not to restrict operating hours as requested in 3) above.

Hinchingbrooke Residents' Association

Together for a better Hinchingbrooke



The Residents' Association considers that the scale, location and traffic impact of this proposal makes it unsuitable for this site. In particular, the potential effect on access to Hinchingbrooke Hospital requires further independent assessment before any decision is made.

We therefore ask the Committee to refuse the application, or at the very least to require further evidence on emergency vehicle access and impose strict conditions to protect residents, the Country Park and emergency services.

Yours faithfully,



John Greenhalgh
Chair

Exhibit List: Evidence of Conflict (Application 25/01922/OUT)

Exhibit ID	Type of Evidence	Purpose / Policy Conflict	Key Observation from Evidence
Ex-01	Photographic Overlay	LP 11 & LP 14 (Scale/Amenity)	Demonstrates how the 21m warehouse behind Flamsteed Drive will dwarf residential homes for those nearest to the development
Ex-02	Video Footage See You Tube link above)	LP 12 (Public Safety)	Shows emergency vehicles currently struggling to exit the estate during term-time, requiring a Blue Light Impact Assessment.



Economic Development Team

18.03.26

Planning application: 25/01922/OUT – Newlands Outline Planning Application

Further to our previous representation, we write to provide additional economic development comments following new information shared by the applicant.

We understand that the developer is currently in detailed and active discussions with five established local businesses seeking to expand within Huntingdonshire and relocate to this site. This is a significant and material factor, demonstrating that the scheme is not speculative in nature, but instead responds directly to identified and immediate business demand within the district.

From an economic development perspective, this level of confirmed interest provides strong assurance that the proposed employment floorspace will be taken up and utilised, supporting the retention and growth of existing businesses. Enabling these businesses to expand locally is critical to maintaining economic momentum within the district.

If suitable space is not available within Huntingdonshire, there is a clear risk that these businesses may need to relocate elsewhere to accommodate their growth requirements. This would result in the loss of jobs, investment, and associated economic activity from the district. Supporting this application therefore plays an important role in ensuring that this growth is retained locally and continues to benefit Huntingdonshire's economy.

It is also important to note that these businesses have specific operational requirements, including the need for buildings to be delivered by the end of 2028 and designed to accommodate modern working practices. The parameters set within this application, including building heights, are therefore fundamental to ensuring that the development can meet these needs and support productivity improvements.

The delivery timescales associated with developments of this nature are considerable, with significant lead-in periods required for the discharge of conditions, site preparation, infrastructure provision, and construction. As such, timely approval of this Outline Planning Application is essential to ensure that the scheme can come forward within the required timeframe and that these businesses are able to commit to the district with confidence.

In this context, the proposal represents a clear and immediate opportunity to support business expansion, safeguard and create jobs, and reinforce Huntingdonshire's position as a competitive location for investment and growth.

We therefore wish to reaffirm and strengthen our support for this application, recognising the tangible economic benefits it will deliver and the clear evidence of market demand already in place.

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Mr James Croucher
Interim Development Management Team Leader
Strategic Team
Pathfinder House
Huntingdonshire District Council
St Mary's Street
Huntingdon
PE29 3TN

19th March 2026

Dear James,

HDC ref: 25/01922/OUT

RE: NEWLANDS PARK HUNTINGDON: FURTHER APPLICANT UPDATE

Our ref: NLA001/DA

Further to our previous letter of 5th March 2026, we write with a further and final update from the Applicant, on a number of matters, ahead of the scheduled 23rd March Planning Committee.

National Highways holding objection lifted

We are delighted to report that National Highways confirmed by email on 9th March that it is lifting its holding objection, having now been satisfied that the modelling of the A1/A141 Brampton Hut junction is representative and that the mitigation identified (in the form of amended white lines) is suitable. A planning condition has been requested to secure this mitigation, and is accepted by the Applicant.

CCC Highways holding objection lifted

We are also pleased to report that Cambridgeshire County Council (as the Local Highways Authority) has also removed its holding objection to the application. This is the result of weeks of collaborative and proactive engagement between the Applicant and CCC on the detailed design of off-site mitigation at the Ermine Street, Washingley Road, and Kings Ripton Road junctions of the A141, which will provide adequate mitigation for the proposed development (when assessed cumulatively with other committed developments) by delivering a step change in highway capacity.

This is accompanied by an offer from the Applicant to directly deliver and fund all of these works (under a Section 278 process) as soon as practicable, in accordance with a programme to be agreed and signed off by HDC and CCC. This means that there is no longer any reliance on any highways mitigation schemes being delivered by other committed developments (despite those developments having made commitments to do so under a 'Monitor and Manage' approach as part of their respective planning permissions). These works, together with Newlands' commitment to directly deliver them, are to be secured by planning obligations and conditions. Newlands' delivery of the mitigation schemes at these junctions means that the Section 106 funding secured for the same/similar works from other developments would remain available for other highways and transport infrastructure or other public benefits.

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Registered Office as above.

CCC PRoW holding objection lifted

Likewise, we were pleased to note that CCC's Definitive Mapping / Public Rights of Way team have removed their holding objection subject to the imposition of a standard condition requiring diversion due process to be followed.

Additional Views and Sections

Newlands has prepared verified images from the viewpoints requested by the Hinchingsbrooke Residents Association, which were submitted earlier this week and uploaded to HDC's Public Access portal.

This demonstrates that the scheme would not be visible at all from the chosen locations within Hinchingsbrooke Country Park nor Bliss Close. Glimpses of the scheme may be possible through the thicket of trees adjacent to the A141 at the back of Flamsteed Drive, though it should be noted that the trees are not in leaf and that this view over the A141 is not considered to be sensitive in landscape terms.

The maximum 21m height parameter envelope of Plateau B is partially visible above the tree line from the selected location at the top of Flamsteed Drive, meaning that the top of a building here may be visible depending on final siting and height. For this reason, a rendered image of a 21m building (based on the illustrative masterplan layout and reflecting the Design Code principles) is also provided to give a representation of potential visual impact. The building sits beneath the rooflines within the foreground, and the recessive colour banding is effective in reducing the perceived massing of the building. This location is one of, if not the only elevated location within the Hinchingsbrooke neighbourhood with a long view corridor towards the Site. The kinetic experience is also important here because, as one travels further westward down Flamsteed Drive, the building would become less visible due to perspective.

It is important to note that none of these viewpoints were sought by Places Services or the Council's conservation officer when scoping the LVIA exercise. Glimpses of employment buildings are not out of character for the area, noting that the tops of buildings within Hinchingsbrooke Business Park are visible from several vantage points located within the Hinchingsbrooke residential estate. Notwithstanding that, FPCR can confirm that their assessment of these views does not change the conclusions set out in the Environmental Statement, which judged there to be moderate adverse visual effects upon residents east of the A141 (Flamsteed Drive/Dyson Close).

As stated in our previous letter, we have also produced the enclosed illustrative sections that show how the scheme would relate to the nearest residential properties, compared to the Tyldesley scheme in Manchester. HRA have stated that Newlands' proposals will give rise to similar visual impacts to this scheme, but this is evidently not the case. Whilst our maximum height parameter is 3 metres higher than the buildings at Tyldesley, the proposed buildings will be over 4 times further away from the nearest residential property at Hinchingsbrooke. Within this intervening space there is existing and proposed banks of trees and the A141 dual carriageway.

Strengthened support from HDC Economic Development Team

We were pleased to note the additional and strengthened letter of support from Huntingdonshire's economic development officers, asserting that the development is not speculative but will meet the immediate needs of several established local businesses seeking to expand within Huntingdonshire, and commending the application for timely approval.

BPF I&L Publication

On Thursday 19th March, the British Property Federation (BPF) published its latest report on the importance of the Industrial and Logistics (I&L) sector, titled "The Infrastructure of Everything". This refers to the I&L sector as "the critical infrastructure underpinning the UK's Industrial Strategy" and highlights the significant contribution it makes to the IS-8 key sectors identified in the Government's Industrial Strategy. In total, the IS-8 sectors combined purchased £250 billion worth of inputs from the I&L sector, which is equivalent to 22% of their overall inputs. This is highly relevant given those sectors make up 5 of the 6 high-growth priority sectors outlined in the CPCA Local Growth Plan (namely Life Sciences, Defence, Advanced Manufacturing, Digital Technologies, and Clean Energy). Newlands Park Huntingdon

will therefore be instrumental in delivering the aims of the CPCA Local Growth Plan (which itself is a precursor to the forthcoming CPCA Spatial Development Strategy).

The report helpfully shines light on the sectoral diversity within the I&L sector which is often overlooked in terms of the variety of jobs it offers and the social value and upward social mobility it generates.

...

For avoidance of doubt this letter is accompanied by the following:

- Illustrative residential sections (22573-UMC-SI01-SI-DR-A-0175-P05)

If you have any final queries or require further clarification or details ahead of Planning Committee on Monday, please do not hesitate to contact myself or Andy Fisher of this office.

Yours sincerely,

David Akam
Associate

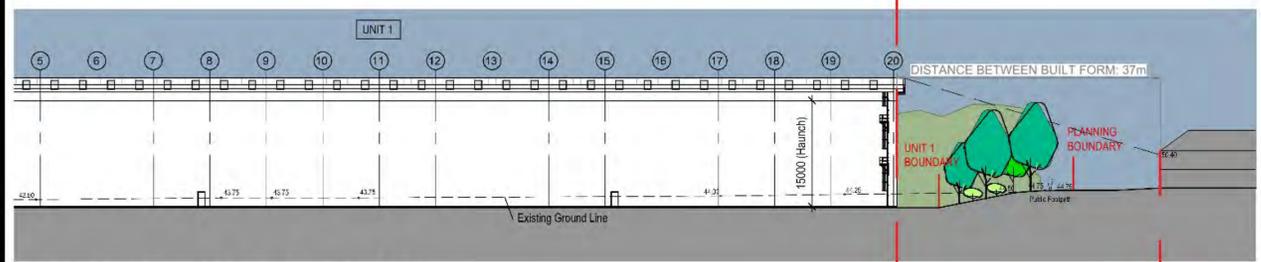
Email: DAkam@davidlock.com

cc: Ben Taylor and John Barker, Newlands Developments
Andy Fisher, DLA

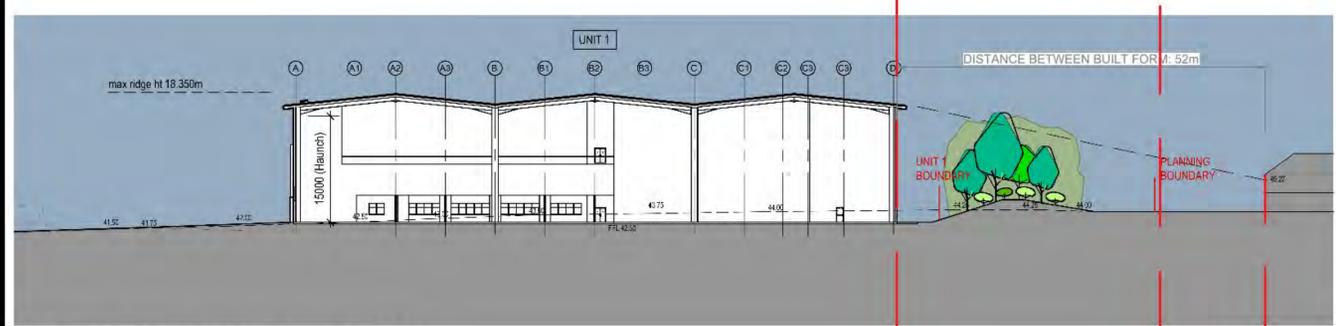
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General Notes

- This document is to be used for the stated purposes only and should not be used for any other.
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- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling of this document is not recommended.



Tyldesley Residential Section C-C
1:500



Tyldesley Residential Section D-D
1:500

Hinchingsbrooke Residents' Association
www.hinchingsbrookeResidents.org
hello@hinchingsbrookeResidents.org

Hinchingsbrooke Logistics Park

The above image comes from Tyldesley, Manchester where 18 metre tall warehouses now dominate the skyline, and the news.

The Hinchingsbrooke Logistics Park proposal is extremely similar:

- 13 warehouses across 2.2 million square feet of greenfield land directly over the A141 from the Hinchingsbrooke estate.
- 18 metre to 24 metre tall warehouses, visible from homes.
- 24/7 operation, meaning continuous light, noise and air pollution.
- Estimated to be 2400 HGVs per day.
- Commuter footpath access through Flamsted Drive via an Underpass.

Public comments close January 28th so you still have time to let your view be known!

Simply send an email including your name and address to Development.Control@huntingdonshire.gov.uk quoting planning reference: **25/01922/OUT** and let them know what you think. Please cc: hello@hinchingsbrookeResidents.org so we can support!

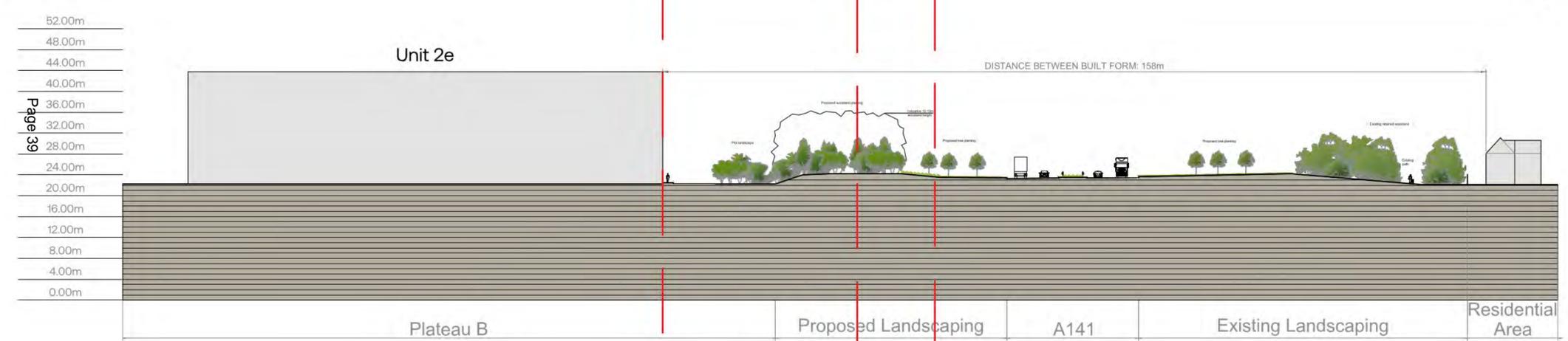
www.hinchingsbrookeResidents.org | hello@hinchingsbrookeResidents.org

Don't have time for an email? Complete our survey on the website, it only takes a few seconds.

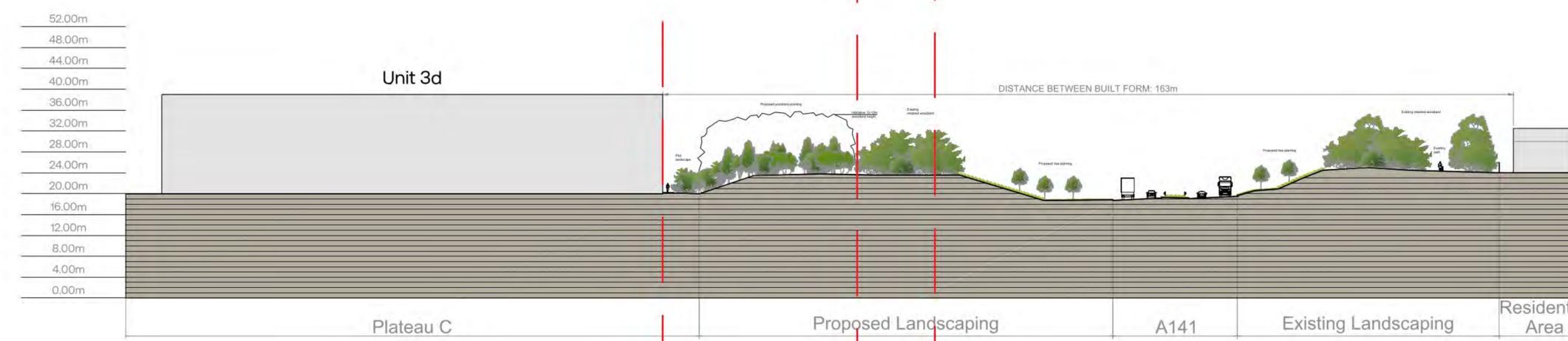
Our Next Meeting Monday 2nd Feb 2026 7:30pm
Meeting at: The George Hotel, George St, Huntingdon PE29 3AB in the Manchester Room
The next meeting of the HRA has been kindly hosted by The George for our convenience. We'll be formally electing the new committee, and hosting an open floor for residents issues and concerns. **Hope to see you there!**



Key Plan
1:10,000



Section A-A
1:500



Section B-B
1:500

Project Name			
Land North West of Hinchingsbrooke, Huntingdon			
Employer		Project Address	
Newlands Developments		Hinchingsbrooke, Huntingdon	
RIBA Workstage		Suitability	
Drawn	Checked	Created	Size
LM	MS	04/02/2026	
UMC Project Reference		Scale	LOD
22573			
Document Title			
Residential Section			
Document Reference			
22573 - UMC - SI02 - SI - DR - A - 0175			
Revision Note			
Plan amended			

Issue Date	Status	Current Revision
12.03.2026	Feasibility	P05

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