



Dear Councillor

DEVELOPMENT MANAGEMENT COMMITTEE - MONDAY, 20 APRIL 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 - 80)

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DEVELOPMENT MANAGEMENT COMMITTEE – 20th APRIL DMC 2026

LATE REPRESENTATIONS SUMMARY

3) 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) Letters referred to within the 20th April DMC officer report

Paragraph 0.7 of the officer report states: *The EEAS has also provided a copy of a letter responding to the Residents Association dated 20th March 2026, which clearly demonstrates that the EEAS were aware of the application before the DMC on the 23rd March, but chose not to make any comment on the application.*

This letter is available on the website but is attached for ease.

Paragraph 0.34 of the officer report states: *A letter was sent by the Residents Association to the Highway Authority on the 27th March 2026 raising a number of questions regarding the Transport Assessment. The Highway Authority responded to the Residents Association on the 9th April 2026 stating that the Highway Authority was satisfied with the level of information submitted with the application.*

This letter is available on the website but is attached for ease.

2) Further comments from the Designing Out Crime Officer

Further comments have been received from the Designing Out Crime Officer advising the following:

*'It has been brought to my attention by the Residents' Association of Hinchbrook about the concerns raised in relation to the proposed pedestrian and cycle underpass, and the potential risks of anti-social behaviour (ASB) and County Line groups using the location, particularly during nighttime hours. Can you confirm if other options are available to remove the need for the underpass such as a toucan crossing, this would be a preferable option particularly in more isolated locations. If this isn't an option, then the following measures **must** be implemented to help reduce the fear of crime and the vulnerability of a crime being committed.*

- **CCTV** – *At the entrance, internal and egress points of the underpass*
- **Lighting** – *Our recommendation is that all roads, footpaths, car, and cycle parking must comply with the above standards. If this requirement conflicts with local conditions such as in a conservation area or where there is a dark sky policy, the implications should be discussed with the DOCO and the local lighting authority. A variable lighting system, which increases and decreases lighting levels in accordance with local circumstances, is preferred to any total switch off policy employed to reduce CO2 emissions. The Institution of Lighting Professionals does not encourage switch off unless a full risk assessment has been carried out and, in any case, it should never be implemented purely on the grounds of cost savings. N.B: - Column lights fitted with a back shield are now available, these are sympathetic to the environment and work alongside wildlife ecology to reduce light pollution. Please refer to previous recommendations for lighting standards.*
- **Landscaping** - *Ongoing management and maintenance of natural hedging and trees is recommended; hedging should be more than 1.2 m in height to prevent hiding places and tree crowns must be above 2m in height. Where you have vulnerable areas, consideration should be given to using defensive (hostile) planting as an additional layer of security.*
- **Public Open Spaces linked footpaths** – *Open spaces with footpaths should be well lit with a good landscaping management plan in place, this is very important to ensure that there are good surveillance and visibility across the open areas (See external lighting above for lighting standard). Footpaths linking to the development should also be well-lit, and straight in design to improve surveillance and to help prevent any hiding places for a would-be offender. Consideration must be given to the location of any seating as they can be used as a gathering point and in turn result in anti-social behaviour. '*

This has been covered within the officer report. The proposed new pedestrian and cycle underpass has been agreed in consultation with the Highway Authority. Para 7.151 of the officer report outlines that the

underpass will be covered by CCTV, and is recommended to be secured by condition. The same applies to the points about lighting and landscaping.

3) HDC Open Spaces Team

Whilst the Open Spaces Team have been actively engaged in the application, officers have sought formal comment from the Open Spaces Team. This is because they look after Hinchingsbrooke Country Park (including connectivity and ecology matters) and are the relevant consultee for the re-provision of the Flamsteed Drive play area.

The Open Spaces Team have confirmed they have no objection to the proposal.

4) Friends of Hinchingsbrooke Country Park (FHCP)

FHCP provided a response on the 10th March in response to the David Lock Associated letter (Ref: NLA001/DA) dated 5th March. This response is attached. A further email was received from FHCP outlining the following concerns:

1. Bats:

a. To enable them to commute across the A141 to forage either way at dusk emergence and dawn periods we've asked for a 24/7 HGV time restriction. Plus concern over the very rare Barbastelle bat. We also asked for an extension of the survey to the A141 to confirm the commuting.

b. All I have received so far from your planning area is "noted" or "I've consulted ecologists and they don't agree". The applicant has also stated that introducing this would compromise the negotiations with occupiers who want 24/7 operation - this is a commercial restriction (as per David Lock Assoc. letter attached). Why don't the ecologists agree and on what basis (I did ask for discussion with them on this) ? What does 24/7 operation mean - Warehouses ? HGV operation ? It can be 24/7 operation in the warehouses but with time restriction on the A141 - lacks clarity.

2. Otters:

The concern here is about ensuring the banks of the Alconbury brook and associated linked drains to be free of human interference (riparian buffer) on the "Brookfield farm" land for use by otters that use the brook/drains.

a. Again, I've received acceptance on the Alconbury brook which is a very small area but no mention of the linked drains. Why not the drain(s) which is/are connected to the Brook ?

3. Pathway:

This is currently a worn grass trail from the A141 underpass, through a field and into the park. It floods heavily at times so our concern is about ensuring any design is robust and agreed by all stakeholders.'

For the avoidance of doubt, Officers did consider the 10th March response when preparing the officer report for the 23rd March DMC. However, at the request of the FHCP, Officers have reviewed the response again.

Bats

Paragraphs 7.98 – 7.100 of the officer report sets out the assessment of Bats.

The application is supported by a Bat Report by Greenwillows Associates and a Bat Activity Report by Ramboll Uk. The Bat Activity Report sets out that the following was carried out:

- A Desk Study
- Static Detector Deployment (undertaken in April, August and October 2025, and lasted for at least five nights in each month). The location of these is shown on a map within Appendix 2 of the Bat Activity Report.
- Walked Transect Surveys which is a monitoring method where observers walk a fixed, linear route known as a "transect" to record species, habitats, or environmental features (undertaken in April, August and October 2025). These routes are shown on maps within Appendix 2 of the Bat Activity Report.

The Evaluation section within the Bat Activity Report states:

'The habitat within the Site boundary includes those of high potential value, including woodland, ponds, watercourses and lines of trees. At least 12 species of bat were recorded foraging or commuting within the Site, including common pipistrelle, soprano pipistrelle, noctule, serotine, brown long-eared, Nathusius' pipistrelle, Leisler's bat, Daubenton's and barbastelle (with call characteristics of, Brandt's, whiskered and Natterer's bat). All these bats are well known and established within the Cambridgeshire region. The Site has a diverse assortment of habitats which are suitable for utilisation by commuting and foraging bats. Activity levels for common and widespread species such as pipistrelle were at moderate levels throughout the Site, while for rare and more notable species including barbastelle had relatively small number of passes.

Barbastelles, rare annex two species, were identified within the Site. Barbastelles were recorded throughout the Site, including adjacent to the woodland habitat in the east of the Site during the initial deployment 1 in spring. This data indicates the use of the woodland as foraging habitat. Barbastelles typically emerge 24 minutes after sunset, however the earliest time of a barbastelle recording was 20:41 on the 17 September 2025, 1 hour 16 minutes after sunset. This indicates it is likely that they are at the edge of their typical core sustenance zone (6km from roost). This is supported by the data collected during the walked transects where only common and soprano pipistrelle were recorded, with the exception of one noctule record in spring. Suggesting

that the myotis species and barbastelles are unlikely to be roosting nearby and are potentially at the edge of their foraging range. Further to this, the Proposed Development proposes over time a significant increase in available foraging and commuting resource for bats with the creation of woodland, lines of trees, waterbodies and hedgerows, which has the potential for a positive effect on the foraging and commuting bat populations in the locality, in the long term.

A large portion of these habitats are not uncommon outside of the Site in the wider area, with Bob's Wood non-statutory woodland located adjacent to the south-west to the Site, which is considered to offer high value bat foraging and commuting habitat, and the larger Brampton Wood 2.6 km south-east of the Site. This demonstrates the Site is likely to be of lower importance for woodland specialist species including noctule, barbastelle and Leisler's compared to nearby locations. Similar to this, the River Great Ouse, Alconbury Brook and associated tributaries and ditches as well as other large waterbodies associated with the Hinchingsbrooke County Park are common and widespread to the south of the Site. Adding to this, the Site habitat value is therefore a lower value for Nathusius' pipistrelle which will likely favour these larger waterbodies such as lakes outside of the Site. These habitats highlight suitable foraging habitat for bats, supported with the desk study records which have multiple bat recordings within the wider areas.'

Whilst the concerns of FHCP are noted, the above evaluation of the survey data is clear in terms of barbastelle bats. On this basis, it is considered that sufficient surveys have been carried out. The Council's Ecology Consultant and Natural England have not requested any further surveys pre-determination. The recommended condition 18 secures further surveys pre-construction.

For the same reason, the temporal restriction at dawn and dusk taking into account the Barbastelle bats behaviour from a commuting time aspect is not considered necessary.

In addition to this, it is considered that sufficient mitigation has been proposed in the form of the creation of new woodland, lines of trees, waterbodies and hedgerows and the retention of dark corridors, all to be secured via the recommended conditions and parameter plans.

Officers are content that the appropriate assessment and scrutiny has been carried out in relation to protected species (bats).

Otters

Paragraphs 7.108 – 7.110 of the officer report sets out the assessment of Otters.

On review of this, officers are content that sufficient buffer (way beyond the requested 10-15m) from the Alconbury Brook and the associated drains are reflected in the parameter plans.

Hinchingbrooke Country Park Footway/Cycleway Enhancements

As set out in paragraph 7.140, the widening and surfacing/resurfacing of the existing path through the Country Park from the A141 underpass (next to the Alconbury Brook) to the existing Country Park car park will be secured via the S106. Any scheme for this would be done in consultation with the Public Rights Way Team and Highways at CCC, who will consider flooding and materials as part of that.

5) Hinchingbrooke School

Comments have been received from Hinchingbrooke School which are attached.

6) Hinchingbrooke Residents Association

A further letter has been sent by the Residents Association to the Highway Authority, this time in response to correspondence between the Highway Authority and Cllr Martin Hassal. This letter is available on the website but is attached for ease.

A further letter has been sent by the Residents Association to Officers. This letter is available on the website but is attached for ease.

7) Letter from Cllr Liam Beckett (also signed by a number of Cllr's and Parish Council's)

A letter has been received by Cllr Liam Beckett and others. This letter is available on the website but is attached for ease.

8) Letter from Cllr Dave Shaw

A letter has been received by Cllr Dave Shaw. This letter is available on the website but is attached for ease.



By Email

Date 20 March 2026

Our Ref Logistics/NM/ZM

Dear Mr Greenhalgn

East of England Ambulance Service

NHS Trust

Whiting Way
Melbourne
Cambridgeshire
SG8 6NA

**Urgent Concern: Impact of Proposed Hinchingsbrooke Logistics Park on
Emergency Response and Patient Transport**

Thank you for your letter raising concerns in relation to the above development. East of England Ambulance Service does not normally respond to planning applications for commercial developments. However, I am sure you have already submitted these concerns to Huntingdon District Council as part of the planning process.

We note your concerns of the potential impact on emergency response times due to the increase of around 5,000 additional vehicle trips in and around the approach roads to the hospital and potential impact on non-emergency patient transport services and will discuss these when we hold regular meetings with our blue light colleagues and the local authority.

You also highlighted the “Golden Hour” for stroke and cardiac arrests. I would like to provide some assurance that our emergency care teams are able to treat patients for these conditions before and during transportation to specialist stroke and cardiac units which are based in Cambridge.

If the resident’s association would like to support our clinical teams, we would suggest the following opportunities:

- Increase number of Automated External Defibrillator (AED) across Huntingdon which the general public can access. AEDs are a proven, low-cost, high-impact means of improving survival from out-of-hospital cardiac arrest.
- Support residents to participate in and keep first aid training up to date

Chief Executive: Neill Moloney

Chair: Mrunal Sisodia OBE

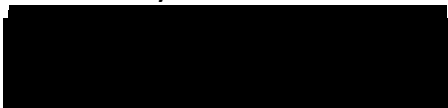
www.eastamb.nhs.uk



- Becoming a volunteer community first responder (CFR). CFRs are trained by us to attend certain types of emergency calls in the area where they live or work. CFRs aim to reach potential life-threatening emergency incidents in the first vital minutes before the ambulance crew arrives. Further details can be obtained on our website <https://www.eastamb.nhs.uk/join-the-team> or by contacting our CFR team: volunteer@eastamb.nhs.uk.

Thank you once again for bringing your concerns to our attention and please be assured we are taking appropriate action.

Sincerely



Neill Moloney
Chief Executive



March 27th 2026

Andrew Connolly, Principal Transport Assessment Officer CCC

By e-mail cc:

Jez Tuttle - Transport Assessment Manager CCC

David Allatt - Service Director: Project Delivery and Infrastructure CCC

Lee Harris - Interim Executive Director of Place and Sustainability CCC

Lewis Tomlinson – Planning Officer HDC

Dear Mr Connolly,

25/01922/OUT - Traffic Assessment VCR / HPR

Following members of HDC's DMC request, at their meeting on March 23rd discussing the proposed Newlands Park – Huntingdon development, that:

- 1) the NHS assess the impact of the proposal on their operations in the area
- 2) a transport study assessing the impact of vehicle movements increasing at the junction of Hinchingbrooke Park Road and Views Common Road be undertaken.

I ask that you ensure that the transport study surveys are undertaken during the weekday term-time peaks, typically between 8.15am - 8.45 am and 3pm - 5.30pm that I have previously advised you (in my letter of 9/3/26) that occur on HPR.

Previous developers have undertaken surveys during school holiday periods which historically have seriously underestimated delays on HPR.

It is imperative that the same mistake is not made again and that speed of the assessment is not prioritised over the reliability of the study.

Since changes were made to the traffic lights at the junction of VCR and HPR in December 2025 significant delays that I have seen have been less frequent, although others tell me that this is not their experience. However, 3 months of on occasions reduced congestion cannot be deemed to be representative when delays have been known about for over 10 years. Furthermore, the additional journeys from Newlands Park – Huntingdon will soon eat up the extra capacity that has been created.

When there are delays on the strategic network, which are occurring more frequently, significant delays occur as the video that I supplied previously clearly demonstrates <https://www.youtube.com/watch?v=3XJgpTUcLkE>

Given the importance of this matter, it is only right that the timings of any traffic surveys on HPR and VCR are shared with Hinchingbrooke Residents Association.



The Cambridgeshire Advisory Freight Map (published by CCC - attached) explicitly identifies the route through the A1307 and Views Common Road and the part of Hinchingbrooke Park Road nearest Brampton Road as a designated route for freight. It follows that a reasonable assumption for the number of vehicles, HGV, LGV, cars and others must be made. We note that a 40t HGV can account for another 15-30 LGV journeys from a logistics park and will be interested to know the assumptions made.

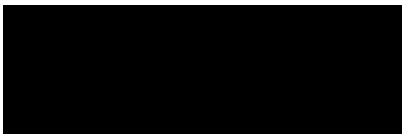
We would also like to understand the assumptions made for vehicle journeys arising as a result of the approved Bloor Homes Development of 1,000 houses at the other side of Spittals from the proposed site.

You noted in your formal comments (18 March 2026) that Newlands' original Transport Assessment "significantly under-represented congestion and delay". If the Newlands' base case for the A141 was flawed, how can CCC Highways be confident that their study of VCR and HPR will be based on accurate data? We suggest that given the previous shortcomings an independent study is required.

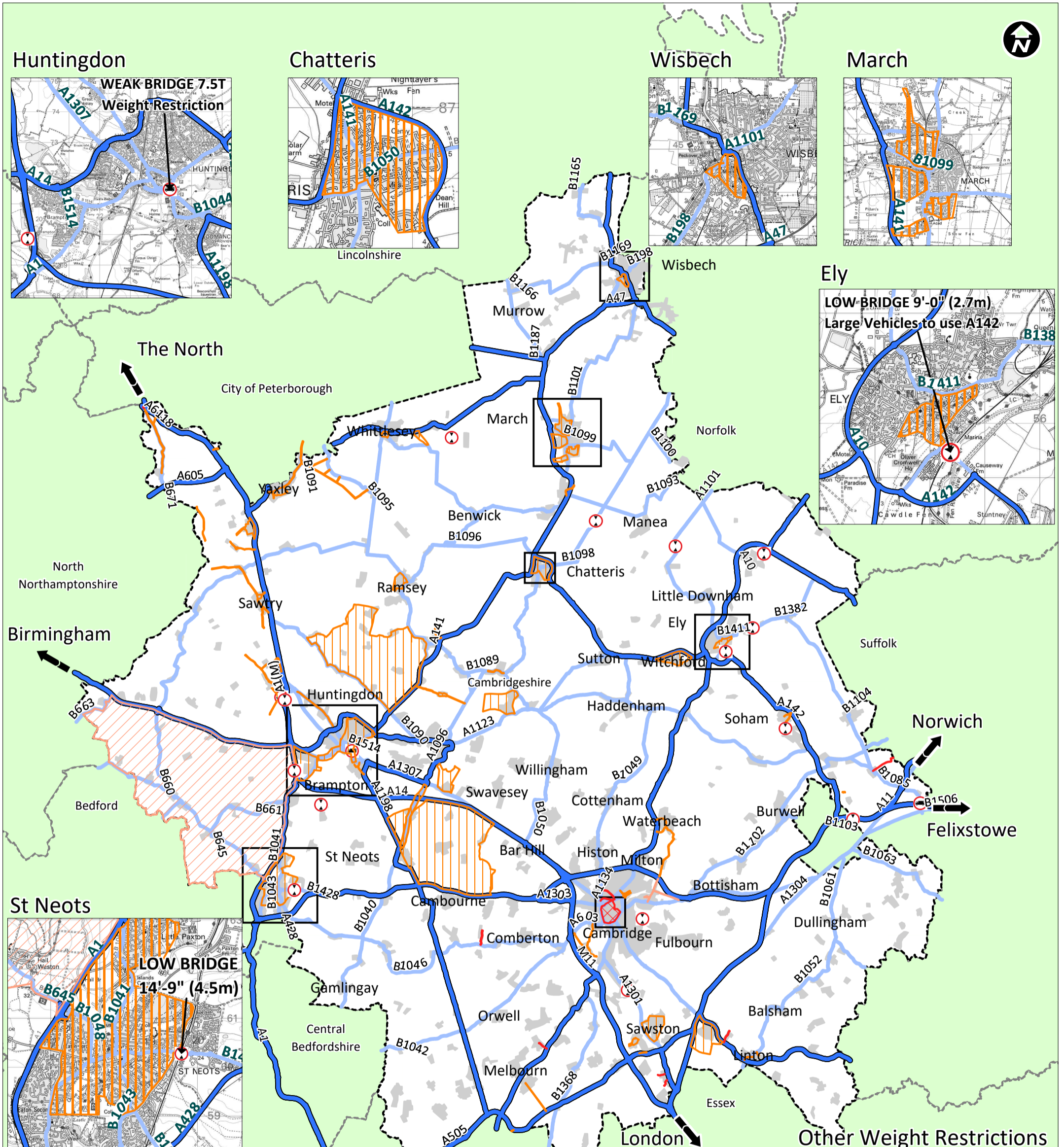
We note the IEMA (2023) Guidelines adopted in Newlands' Environmental Statement and will be looking to see that you ensure that they are adhered to.

I look forward to your reply.

Yours sincerely,



John Greenhalgh
Chair



HGV Route Type

- Preferred Routes (thick blue line)
- Secondary Routes (thin blue line)

Weight Restriction Areas

- 7.5T (orange hatched)
- 18T (red hatched)
- Other Weight Restrictions (see table to right) (red cross-hatched)

Height Restrictions

- Height Restrictions (red circle with 'N')

Weight Limit	Location	Town / Locality
2T	Wansford Bridge [Bridge End]	Sibson & Wansford
3T	Badlingham Road Bridge [New Street & Badlingham Road]	Chippenham
3T	Mill Road Bridge	Alconbury
3T	Station Road Bridge (B1085)	Kennett
3T	Cambridge City Centre	Cambridge
7.5T	B1040 through Hilton (Jct A1307 to Jct A1198)	Hilton
7.5T Overnight	Gilbert Road Overnight Only (22:00-07:00)	Cambridge
7.5T	High Street (Church Street to Green End Road), Church Street (Chapel Street to St Andrews Road) Chapel Street, Union Lane, Scotland Road	Chesterton
7.5T Overnight	Victoria Road Overnight only (22:00-07:00)	Cambridge
8T	Shepreth Mill Bridge [Fowlmere Road]	Shepreth
11T	Main Street	Caldecote & Kington
12T	High Street	Hildersham
18T	Horningsea Road; Ditton Lane; High Ditch Road	Fen Ditton
20T	Long Road & Hinxton Road	Duxford

Huntingdon

WEAK-BRIDGE 7.5T Weight Restriction

Chatteris

Wisbech

March

Ely

LOW-BRIDGE 9'-0" (2.7m) Large Vehicles to use A142

St Neots

LOW BRIDGE 14'-9" (4.5m)

Lewis Tomlinson

From: Andrew Connolly <andrew.connolly@cambridgeshire.gov.uk>
Sent: 09 April 2026 10:35
To: 'John Greenhalgh'
Cc: Jez Tuttle (Guest); David Allatt (Guest); Exec Director Place and Sustainability; Lewis Tomlinson
Subject: RE: Traffic Assessment

Dear Mr Greenhalgh,

Thank you for your email.

The Highway Authority had all the information it required to make a recommendation on the submitted planning application, it did not require any additional information. The request for additional information has come from members, therefore members need to be satisfied that whatever information the applicant submits deals with their concerns.

The applicant has included detailed information on the developments impact on the surrounding road network in the latest transport assessment documents submitted to support the planning application, which the Highway Authority was satisfied with. So, it will be for members to decide whether any information that is submitted by the developer is sufficient to address their concerns and make an informed decision on the planning application.

Many thanks

Andrew Connolly
Principal Transport Officer – Major Development
Transport Assessment Team
Place & Sustainability
Cambridgeshire County Council
New Shire Hall, Emery Crescent
Enterprise Campus, Alconbury Weald
Huntingdon
PE28 4YE

Please note we charge for pre application planning advice. For more information and a copy of the charging schedule please visit <https://www.cambridgeshire.gov.uk/business/planning-and-development/developing-new-communities>

From: John Greenhalgh <johngreenhalgh@hinchingsbrookersidents.org>
Sent: 27 March 2026 16:18
To: Andrew Connolly <andrew.connolly@cambridgeshire.gov.uk>
Cc: Jez Tuttle <Jez.Tuttle@cambridgeshire.gov.uk>; David Allatt <david.allatt@cambridgeshire.gov.uk>; Exec Director Place and Sustainability <execdirector.placeandsustainability@cambridgeshire.gov.uk>; Lewis.Tomlinson@huntingdonshire.gov.uk
Subject: Traffic Assessment

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Mr Connolly,

Please see enclosed letter regarding the traffic assessment.

I look forward to hearing from you.

Regards,

John Greenhalgh
Chair

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From: DARBYSHIRE, Clare 3853 <Clare.Darbyshire@cambs.police.uk>
Sent: 09 April 2026 11:55:40 UTC+01:00
To: "DevelopmentControl" <DevelopmentControl@huntingdonshire.gov.uk>
Cc: "DOCO (Cambs)" <DOCO@cambs.police.uk>
Subject: 25/01922/OUT - Brookfield Farm Ermine Street Great Stukeley Huntingdon PE28 4AB
Categories: Colette

Good morning,

Our reference: CPDT/227/2026

Your reference: 25/01922/OUT

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). The proposed development is phased with each phase being a separate and severable part of the development.

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

Thank you for the opportunity to comment on this application. I have viewed the documents in relation to crime, disorder, and the fear of crime.

NPPF Para 130(f) states - Planning policies and decisions should ensure that developments - *create places that are safe, inclusive, and accessible and which*

promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

I note the section on Safety and Security on page 24 of the Design and Access Statement (DAS) regarding the need for good design; extract taken from the DAS 'Good design should ensure safety and security through measures like natural surveillance, effective lighting, and clear layouts, while maintaining accessibility and openness'. It is important that that the security of **buildings, homes, amenity space, and the environment provide a safe place for people living, working in, and visiting**. I am aware that other parts of the County have had problems relating to ASB, drug activity and people experiencing homelessness using to stay dry, this can be quite intimidating for members of the public using the facility.

With the above in mind, it has been brought to my attention by the Residents' Association of Hinchbrooke about the concerns raised in relation to the proposed pedestrian and cycle underpass, and the potential risks of anti-social behaviour (ASB) and County Line groups using the location, particularly during nighttime hours. Can you confirm if other options are available to remove the need for the underpass such as a toucan crossing, this would be a preferable option particularly in more isolated locations. If this isn't an option, then the following measures **must** be implemented to help reduce the fear of crime and the vulnerability of a crime being committed.

- **CCTV** – At the entrance, internal and egress points of the underpass
- **Lighting** – Our recommendation is that all roads, footpaths, car, and cycle parking must comply with the above standards. If this requirement conflicts with local conditions such as in a conservation area or where there is a dark sky policy, the implications should be discussed with the DOCO and the local lighting authority. A variable lighting system, which increases and decreases lighting levels in accordance with local circumstances, is preferred to any total switch off policy

employed to reduce CO2 emissions. The Institution of Lighting Professionals does not encourage switch off unless a full risk assessment has been carried out and, in any case, it should never be implemented purely on the grounds of cost savings. N.B: - Column lights fitted with a back shield are now available, these are sympathetic to the environment and work alongside wildlife ecology to reduce light pollution. Please refer to previous recommendations for lighting standards.

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- **Public Open Spaces linked footpaths** – Open spaces with footpaths should be well lit with a good landscaping management plan in place, this is very important to ensure that there are good surveillance and visibility across the open areas (See external lighting above for lighting standard). Footpaths linking to the development should also be well-lit, and straight in design to improve surveillance and to help prevent any hiding places for a would-be offender. Consideration must be given to the location of any seating as they can be used as a gathering point and in turn result in anti-social behaviour.

If you require any further information, please do not hesitate to contact me.

Regards

Clare

Designing Out Crime Officer
Crime Prevention Design Team (Estates)
Cambridgeshire Constabulary
Police Headquarters

Hinchingbrooke Park
HUNTINGDON
PE29 3BN

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Lewis Tomlinson

From: Nick Massey
Sent: 17 April 2026 12:35
To: Lewis Tomlinson
Cc: OpenSpaces
Subject: Fw: Hinchingsbrooke Logistics - Between Huntingdon Race course and the A1307 - Planning reference 25/01922/OUT

Hi Lewis,

Open Spaces have reviewed the application and don't have any further comments to add.

Kind regards,
Nick



Nicholas Massey-Vernon
Project Manager (Parks & Open Spaces)

From: Jo Wolstencroft <Jo.Wolstencroft@huntingdonshire.gov.uk>
Sent: Friday, April 17, 2026 10:56 AM
To: Nick Massey <Nick.Massey@huntingdonshire.gov.uk>
Subject: Hinchingsbrooke Logistics - Between Huntingdon Race course and the A1307 - Planning reference 25/01922/OUT

Nick have not seen this application before so have had a quick wiz through as much of the 38 pages to get some basic information and it is for the construction of a storage distribution warehouse approx. 205,000m2 . Application promotes there is a significate & Immediate market demand as is a key location for growth.

Below is a section of the Design and Access Statement document which I have also attached the whole document for you as shows images and designs of the application.

SuDS Design and Water Management

Sustainable Drainage Systems (SuDS) form a core part of Hinchingsbrooke Logistics Park’s design, delivering effective surface water management, flood risk reduction, biodiversity enhancement, and public amenity benefits. The strategy complies fully with the 2025 National SuDS Standards, the CIRIA SuDS Manual (C753), and Cambridgeshire County Council’s Surface Water Planning Guidance.

Key Design Principles

- Drainage follows the established hierarchy, prioritising infiltration and above-ground features such as swales, basins, rain gardens, and filter strips where feasible.
- SuDS features are predominantly dry under normal conditions but are designed to safely store and attenuate runoff during heavy rainfall events.
- Water features are integrated into the landscape to support ecology, visual interest, and community amenity.

Safety and Accessibility Measures

- SuDS features are either visible or clearly signposted when screened from view.
- Informal barriers—such as dense or thorny planting—are used to discourage access where features are close to footpaths or public spaces.



Typical SuDS

- Attenuation basins deeper than 2 metres include flat landing areas to aid safe escape in the unlikely event of accidental entry.

Integration and Management

- SuDS have been embedded from the earliest stages of masterplanning, influencing Site layout and landscape character.
- The SuDS Management Train is applied sequentially: prevention at source, conveyance, attenuation, and water treatment.
- Design accounts for future climate change impacts, including increased rainfall intensity and potential additional impermeable surfaces.
- A comprehensive maintenance plan will be implemented, defining ownership, inspection schedules, sediment management, and ongoing upkeep, with surface-visible features aiding easy monitoring.



Recc

Compo

Rainwat

Swales,
Bioreter

Permeal

Detentic

Safe Ex

Native P

As you can imagine, **Hinchingsbrooke school** has put in their concerns as will have a massive impact on traffic in the area and HGV vehicles and **the hospital** has also written in that they are objecting for the same reasons.

On the other hand, our **Economic Team at HDC** obviously support the application “as will bring Economic benefits” .

Thought you may want to read **Hinchingsbrooke Country Park Friends group** reply below as I am sure that you would want to ensure that we are supporting their comments . There is also another one attached they sent which talks about proposed pathway links .

From: Nick Kilner <nick.kilner@hotmail.co.uk>
Sent: 10 March 2026 19:19:19 UTC+00:00
To: "James Croucher" <James.Croucher@huntingdonshire.gov.uk>
Cc: "Brett Morrell" <brett_morrell@yahoo.com>; "Stuart Ainsworth" <stuart@ainsworth.uk.com>; "john greenhalgh" <john.greenhalgh99@icloud.com>
Subject: Feedback on David Lock Associates Letter NLA001/DA dated 5th March 2026

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Good Morning James,

Please find attached our feedback on the 1st 2 Ecology paragraphs in the recent David Lock Associates letter (Ref: NLA001/DA).

We have provided comments against each sentence and an overall summary. Unfortunately, we are rather disappointed with the feedback as it has not considered any real mitigation against our concern for the commuting bats and focuses on the fact that the proposed 24/7 operation is based on a commercial position which they are negotiating with prospective occupiers. If they are still negotiating, this can be changed.

There has to be a balance between commercial and ecological positions. Currently this appears to be a one sided commercial position with no consideration of the surrounding ecology with respect to the bat population. Has there also been any change to include the riparian buffer for the drains; there's no mention of this.

Our concerns for the Bats and Otters remain.

Kind Regards,

Nick Kilner
Chair of the Friends of Hinchingsbrooke Country Park

Lara also has been contacted please see attached dated 24th March 2026, letter which also talks about impact on more traffic.

Hinchingsbrooke residents group object to the application stating :

Loss of best and most versatile (BMV) Agricultural land – NPPF

Also, lots of other issues but thought this wording was useful that they bought up below: so basically “ Large -scale industrialization of arable land, failure to respect rural identity, public amenity and green infrastructure would have a negative impact on Hinchingsbrooke country Park. Our new country park extension has been designed to preserve tranquil and recreational/conservation goals, and this would have a negative ecological impact.

5. Impact on Public Amenity and Green Infrastructure (LP7, LP17 & HU10)

- **Hinchingsbrooke Country Park:** The site is adjacent to this vital community asset. The 24/7 operation of a logistics hub is incompatible with the park's use for health, well-being, and nature conservation.
- **Park Extension:** The Local Plan (Policy **HU10/HU17**) specifically allocates land in this area for the **extension of Hinchingsbrooke Country Park**. A logistics hub would dominate the skyline and ruin the tranquil setting required for this much loved nature asset.
- **Public Rights of Way (PROW):** The user experience of PROWs on-site will transition from "open countryside" to an "industrial tunnel".

6. Biodiversity and Ecology (National Design Guide N3)

- **Ecological Connectivity:** Replacing active arable land with industrial hardstanding creates a "biodiversity island" effect, harming connectivity between the site and the Country Park.
- **Pollution:** Increased noise, light, and vibrational pollution will negatively impact the local ecological network and the nearby **Great Stukeley Railway Cutting SSSI and the SSSIs at the racecourse and Portholme**.

I hope this helps you put something together .



Jo Wolstencroft

Parks & Countryside Officer

Working Hours: 7:30 - 15:30 (Mon – Fri)

Upcoming Leave:

FHCP comments by sentence on the Ecology section contained in David Lock Associates letter of 5th March 2026 (Ref. NLA01/DA)

Ecology

We note the public consultation feedback regarding bats from Friends of Hinchingsbrooke Country Park, specifically the potential impact of vehicle strikes, headlights, and street lighting.

FHCP feedback: We appreciate acknowledgement of our concern although there has as far as we are aware been no mitigation identified in this overall section associated with our concern.

The stretch of the A141 that is proposed to be re-aligned (north of Bob's Wood) is already lit, and would remain lit.

FHCP Feedback: We can confirm that the stretch of the A141 that will be re-aligned is not next to the wildlife area in the Country Park (which includes Bob's wood) so we are not sure what this sentence is trying to say. The area that is lit is shown below.



No new street lighting is proposed along the stretch of highway parallel to Hinchingsbrooke Country Park.

FHCP Feedback: The proposed changes to the A141 do not reach down to the country park area of the A141 so this sentence is correct but there are no street lights here anyway so we are not sure what this sentence is trying to say.

As acknowledged in the previous committee report, traffic levels along the A141, between Brampton Interchange and Spittals, were significantly higher prior to the opening of the A14 bypass and contained a disproportionate amount of HGV traffic given the links to Felixstowe Port. Traffic levels would remain well below those historic levels, even with the proposed development in place.

Please note that any development **needs to take into account the current ecological position not a position in the past**. It does appear that someone has data to confirm that the HGV traffic was higher in the past to make the statement above in the committee report so we would appreciate if this could be provided so we can compare the HGV levels.

Furthermore, the proposed re-alignment and new roundabout leads to reduced vehicle speeds, whilst removing unnecessary doubling-back along the A141 by providing an all-movements access to Hinchingsbrooke Business Park. As such, restricting HGV movements at dawn/dusk is not considered to be necessary nor appropriate, and would go against the commercial and transport planning prerogatives of HGVs utilising the strategic road network primarily outside of peak hours.

FHCP Feedback: All HGV's we suggest will travel **at a "normal" speed from the "Brampton Hut" roundabout past the wildlife park on the right** towards the new roundabout only slowing down when they get close to it; the distance from the A141 underpass to the new roundabout is in the order of 0.5 mile. We suggest that HGVs will only slow down after they have passed the wildlife area. Driving the other way towards the "Brampton Hut" roundabout, we would suggest the HGVs will have accelerated to the "normal" speed by the time they reach the wildlife area of the country park. Please note the A141 is not on the Strategic Road Network so not sure why this is being stated; it is mainly motorways and major A roads that are.

It would not reflect the operational requirements of a number of prospective occupiers that Newlands are currently in discussions with. The Site's suitability to accommodate a 24 hour use formed part of the Council's assessment in reaching its decision to include it as a draft allocation in the emerging plan.

Ecological concerns carry fairly strong legal weight and cannot simply be overridden by commercial interests. We probably have an important commuting route for bats from the country park across the A141 with disturbance or fragmentation considered as harm under the Conservation of Habitats and Species regulations 2017. We have recommended a bat study on/across the A141 to confirm the commuting route. Failing

this ,we have requested a dusk emergence and dawn temporal restriction be placed as a condition of operation.

All matters raised by the Council's appointed ecologist have been satisfactorily addressed (as confirmed in their consultation response of 28th January 2026) subject to the imposition of conditions to secure appropriate follow on controls and mitigation, to include further bat surveys, bat boxes and implementation of a bat protection plan.

Have these matters been written down and are available. Appreciate a copy so we can review to confirm they have considered the impact of the bats from the country park.

FHCP SUMMARY

1. There appears to have been no consideration of our concern associated with the commuting bat population. The FHCP recommended a Bat Survey across the A141 to gain a better understanding of the commuting route; failing this, we requested a temporal restriction at dawn and dusk taking into account the Barbastelle bats behaviour from a commuting time aspect. Our concern still stands.
2. There is no mention of the riparian buffer for the otters associated with the drains that link to the Alconbury Brook so our concern still stands.

From: [DevelopmentControl](#)
To: [DevelopmentControl](#)
Subject: Comments for Planning Application 25/01922/OUT
Date: 15 April 2026 15:40:08

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 15/04/2026 3:40 PM from [REDACTED].

Application Summary

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

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). The proposed development is phased with each phase being a separate and severable part of the development.

Case Officer: Lewis Tomlinson

[Click for further information](#)

Customer Details

Name: [REDACTED]

Email: [REDACTED]

Address: Hinchingsbrooke School Brampton Road Huntingdon

Comments Details

Commenter Type: Third Party

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I write in relation to the proposed Newlands Logistic Park development at Brookfields Farm. As a school, we take a close interest in any proposals that may affect the safety and wellbeing of our students, particularly in relation to their journeys to and from school.
Hinchingsbrooke School is seeking further detailed information regarding the anticipated traffic impact of this development, specifically at the junction of Commons View and Hinchingsbrooke Park Road. This location is a key crossing point for many of our students, and it is already subject to significant traffic volumes at peak times.
We have serious concerns about the potential increase in traffic, particularly heavy goods vehicles, that may result from the development. The junction currently experiences high levels of congestion, and any additional traffic would inevitably increase the risks faced by students who walk or cycle through this area on a daily basis.
The safety of our students is paramount. We therefore request that a comprehensive and transparent traffic assessment is undertaken, with full access provided to the school so that we can properly understand the projected impact. In particular, we require clear evidence of expected traffic volumes and the specific measures that will be implemented to mitigate any increased risk. We would also emphasise that previous changes to this junction did not adequately address the concerns raised by the school. At that time, assurances

were given-such as the introduction of a weight limit on Commons View-but in practice these measures have proven ineffective, with large vehicles continuing to use the route.

There have already been several incidents at this junction. Most recently, a lorry trailer struck and destroyed pedestrian safety barriers designed to protect those crossing the road. While this was reported to the police and CCTV footage was available, the matter was not pursued further. Incidents such as this highlight the very real and ongoing risks present at this location.

Given the current situation, the school would strongly oppose the proposed development if it results in any increase in traffic at this junction, particularly involving heavy goods vehicles, unless robust, enforceable, and demonstrably effective measures are put in place. Signage alone, such as weight restrictions, has already proven insufficient.

We urge the committee to give full and careful consideration to these concerns, ensuring that student safety is prioritised in any decision-making process.

Kind regards



Lee Harris, Executive Director of Place and Sustainability

16 April 2026

cc Lewis Tomlinson – Planning Officer HDC

Dear Mr Harris,

Re: Planning Application 25/01922/OUT – your email of 13 April 2026 to Cllr Hassall

Having reviewed your email and the wider correspondence, I remain concerned that the County Council's current "no objection" position relies on a set of assumptions that have not been adequately tested against the reality experienced by residents from the Hinchingsbrooke estate.

My concerns are as follows:

1. Reliance on untested routing assumptions

Your conclusion rests on the assertion that traffic will not use the Hinchingsbrooke Park Road / Views Common Road route because drivers will avoid congestion and choose alternative routes.

However, this is a behavioural assumption rather than an evidenced outcome. It has not been validated by current physical traffic counts at the relevant locations or during the actual peak periods experienced locally. In particular, the relevant afternoon peak on Hinchingsbrooke Park Road is not 5:00 to 6:00 pm. The period of greatest pressure is typically from 3:00 pm to 5:30 pm during term time when school traffic, hospital staff departures, visitors and general Estate movements combine. Any assessment focused on 5:00 to 6:00 pm risks missing the period of greatest strain on the network.

As I said at the Highways Committee meeting on 3 March 2026, at which you were present:

"... for anyone who doesn't live on the Hinchingsbrooke Estate, it's hard to believe that it can take 30-60 minutes to travel about 700 yards; but that has been the reality for residents for many years as the estate has been developed, the Hospital has expanded its day patient services, and the Treatment Centre has been built.

The congestion occurs as Hinchingsbrooke Park Road is a single access road. Hinchingsbrooke Hospital has 1,300 car park spaces; there are two schools with 2,300 pupils and 800 homes, with about 2,000 residents, all of whom have to use Hinchingsbrooke Park Road. There is also traffic from 900 staff working at Cambridgeshire Police HQ, staff at the Fire HR, as well as Hinchingsbrooke Country Park visitors.



Emergency vehicles are held up entering and existing the hospital, endangering critically-ill patients as a result of the congestion on the single access road, effectively a large cul-de-sac.”

This reflects the constrained nature of the local road network. Hinchingbrooke Park Road effectively operates as a single primary access route serving the hospital, two schools, residential areas, and major employment sites, with limited alternative routes of comparable function.

In practice, congestion is routinely experienced at a level that materially affects movement through the area, and drivers do continue to use this route despite delays.

If this routing assumption is incorrect, then the conclusion that the development will have negligible impact at this junction is unsound.

2. Use of the “less than 30 trips” threshold to avoid modelling

You state that fewer than 30 additional trips are expected at the Hinchingbrooke Park Road / Views Common Road junction and that, as a result, detailed modelling is not required.

However, that conclusion is entirely dependent on the assumption that development traffic will not route through this corridor.

The applicant’s own Environmental Statement (Chapter 7, Table 7.17) indicates total two-way flows of approximately 8,712 vehicle movements per day, equating to around 434 vehicles per hour during the daytime period.

SOURCE: Table 7.17 (page 19) - Environmental Statement Chapter 7 - Noise & Vibration September 25 David Lock Associates

Unit Number of Vehicles over Period (Two-way Flows)	0700		2300		2300 0700		Total	Total	Average per hour	
	Day	Night	Day	Night	Day	Night			Day	Night
Daytime (Average, 1 hour) Night-time (Average, 1 hour)	LV	HGV	LV	HGV	LV	HGV	LV	HGV	Total	
Light Vehicles HGVs Light Vehicles HGVs										
Unit 1a 31 6 15 4	31	6	15	4						
Unit 1b 35 7 17 4	35	7	17	4						
Unit 1c 22 5 11 3	22	5	11	3						
Unit 1d 42 9 21 5	42	9	21	5						
Unit 2a 30 6 15 4	30	6	15	4						
Unit 2b 37 8 18 4	37	8	18	4						
Unit 2c 10 2 5 2	10	2	5	2						
Unit 2d 18 4 9 2	18	4	9	2						
Unit 2e 31 7 16 4	31	7	16	4						
Unit 3a 27 6 13 3	27	6	13	3						
Unit 3b 24 5 12 3	24	5	12	3						
Unit 3c 24 5 12 3	24	5	12	3						
Unit 3d 27 6 13 3	27	6	13	3						
	358	76	177	44					434	221
	16	16	8	8					Per minute	7.23
	5,728	1,216	1,416	352			7,144	1,568	8,712	
Assume 25% of LCVs come along VCR	4						4			
Total LCVs along VCR - daytime	1,432						1,786			
Hours	16									
Average LCVs on VCR per hour	89.50									
CCC's threshold per peak hour (point 8 on DLA letter of 8/4/26)	30									



Even applying a cautious and illustrative assumption that only a proportion of this traffic (for example 25%) uses the Views Common Road / Hinchingbrooke Park Road route, this would result in flows in the order of 80–90 vehicles per hour.

This is significantly above the County Council's stated threshold of 30 trips per hour for junction modelling.

This demonstrates that the conclusion the threshold is not exceeded is not based on measured flows, but instead arises directly from the assumption that no traffic will use this route.

The concern is reinforced if the assessment has focused on 5:00-6:00 pm rather than the local experienced afternoon peak of around 3:00 to 5:30 pm. If the wrong peak period is being assessed, then the conclusion that the threshold is not exceeded becomes still less reliable.

In effect, an untested assumption has been used to remove the requirement for the very analysis that would confirm whether that assumption is correct. This is particularly concerning as this local road network regularly demonstrates how it operates under severe peak-time conditions.

3. Absence of modelling despite committee request

It is particularly concerning that the Development Management Committee specifically requested further modelling at this junction, and that the Applicant has declined to provide it.

Despite this, the County Council has maintained a “no objection” position.

This leaves a clear gap between what elected Members have asked to see and the evidence currently available to support decision-making.

4. Acknowledged limitations in the assessment process

Earlier correspondence confirms that the Transport Assessment Team would have preferred more time to review the modelling in detail.

Given the scale and sensitivity of this development, particularly in relation to hospital access and school movements, it is difficult to reconcile that acknowledgement with a conclusion that the current assessment is sufficiently robust.

5. Implications for hospital access and third-party responses

Hinchingbrooke Park Road serves the hospital and is critical to ambulance and emergency access; the implications of this congestion extend beyond general inconvenience. Residents have observed emergency vehicles being delayed within the network during peak periods. While individual incidents may vary, this raises a legitimate concern that additional traffic, particularly if unmodelled, could further affect the reliability of ambulance access and response times.



There is a concern, raised in correspondence, that key consultees including NHS bodies have relied on the same assumption of no material traffic impact on these routes when forming their own positions.

If that assumption is not sound, then the robustness of those responses must also be open to question.

6. Independent concerns raised by Hinchingsbrooke School

Hinchingsbrooke School has now formally objected to the application, citing concerns about existing congestion, HGV movements, and safety risks at the Commons View / Hinchingsbrooke Park Road junction, which is a key crossing point for pupils.

The school has also highlighted the incident in 2025 involving a lorry striking pedestrian safety barriers and has made clear that signage-based mitigation has previously proved ineffective.

This independent objection reinforces the need for a more detailed and transparent assessment of traffic impacts at this location.

7. IEMA (now ISEP) Guidelines

I note paragraph 4.3.21 of the Environmental Statement Chapter 4 Transport provided by the developer that states “Driver Delay - such driver delays “... Are only likely to be significant when the Traffic on the network surrounding the development is already at, or close to, the capacity of the system”.

I further note that under 4.3.2.6 special interests “locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools)” is mentioned.

I suggest that the failure to undertake a survey at the junction of Views Common Road and Hinchingsbrooke Park Road and at the junction of Hinchingsbrooke Park Road and Brampton Road is a serious breach of the ISEP guidelines, especially in light of the comments from Hinchingsbrooke School of 15/4/26 and the fact that additional traffic at those junctions endangers the safety of hospital patients and school children.

Conclusion and request

Taken together, these points suggest that the current highways position is based on assumptions that have not been sufficiently tested and does not fully reflect the realities of how this network operates.

Before a development of this scale proceeds, particularly one with potential implications for hospital access and pupil safety, it is essential that decisions are based on robust, evidenced analysis.

I would, therefore, ask that the County Council:

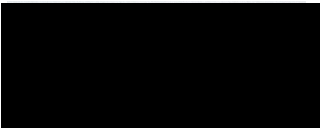
1. Reconsider its reliance on the current routing assumptions;



2. Undertake or require updated physical traffic counts at key junctions during the actual peak periods on Hinchingbrooke Parke Road, including the afternoon peak of approximately [3:00 to 5:30pm];
3. Support the committee's request for junction modelling at Hinchingbrooke Park Road / Views Common Road;
4. Provide a clear assessment of the impact on ambulance and emergency access to Hinchingbrooke Hospital;
5. Confirm how the concerns raised by Hinchingbrooke School have been addressed.

I would welcome a detailed response to these points and the opportunity for constructive dialogue ahead of the Committee's consideration of this application.

Yours sincerely,



John Greenhalgh
Chair



April 17th 2026

Formal Objection: Planning Application 25/01922/OUT – Newlands Park - Huntingdon

To the Members of the Development Management Committee,

This letter is directly linked to the address to DMC Members that I will make on Monday April 20th.

The Hinchingbrooke Residents' Association (HRA) formally objects to the outline planning application for the proposed development at Brookfields Farm. While we recognize the need for employment land, the scale and location of this proposal are entirely unsuitable, creating irreversible harm to the local community and infrastructure.

Our objection is based on the following conflicts with the **HDC Local Plan to 2036** and the **Stukeleys Neighbourhood Plan**:

1. Disconnected Development and Policy Conflict (LP18)

The application relies on the proximity of the Hinchingbrooke Business Park to justify development. However, the HRA contends this is a mischaracterisation:

- **Physical Separation:** The sites are physically separated by the A141 and are not part of the same employment area.
- **Failure of Integration:** The proposed roundabout and underpass do not create a functionally integrated site.
- **Precedent Risk:** Treating this as an "extension" risks leapfrogging development across major arterial roads into protected Open Countryside.

2. Conflict with Local Plan and Landscape Character (LP2, LP10, LP11)

The application represents an over-development of land designated as **Open Countryside** and is not allocated for industrial use.

- **Policy LP11 (Design Context):** The proposed warehouses—with eaves heights of 18.5m, 21m, and 24m—would dwarf nearby residential homes and the existing Hinchingbrooke Business Park.
- **Overbearing Impact:** This excessive massing will result in a significant loss of natural light and devalue the amenity of residents on streets such as Flamsted Drive and Dyson Close.
- **Irreversible Harm:** The developer's own application acknowledges residual landscape harm for a prolonged period, confirming the scale is inappropriate for this sensitive location.



3. Traffic, Public Safety, and Hospital Access (LP12)

Impact on the local road network serving **Hinchingbrooke Hospital**.

- **Policy LP12 (Sustainable Transport):** The development is estimated, by the developer, to generate **8,500+ additional HGV and LCV movements per day**.
- **Emergency Vehicle Obstruction:** Current congestion on Hinchingbrooke Park Road already forces ambulances to mount kerbs to pass. Any increase in traffic in the near vicinity risks life-threatening delays to emergency services.
- **Credibility of Data:** The Highway Authority's claim of not more than 30 additional trips is not credible and **ignores vital local knowledge** from residents and the nearby school.

4. Amenity, Noise Pollution and Massing (LP11, LP14)

- **Unacceptable overbearing impact:** The proposed heights (up to 24m) will dwarf residential homes, leading to a significant loss of natural light and an unacceptable overbearing impact.
- **Acoustic Reflection:** Positioned just 150m from residential areas, the massive warehouse walls will reflect and amplify traffic noise from the A141 toward homes.
- **24-Hour Activity:** The proposed round-the-clock operations will introduce unacceptable noise and light pollution into a quiet residential environment.
- **Proximity of Units:** It is fundamentally unfair to place the largest, most visually intrusive units nearest to residents.
- **Requirement for Reduction: Units 2E and 3D must be the smallest units on the site**, with significant reductions in height and massing to protect the amenity of those living a mere 150m away from cruise ship scale warehouses.

5. Impact on Biodiversity and Protected Species (HU10)

The development poses a direct threat to the ecological integrity of the area, specifically regarding rare and protected species:

- **Barbastelle Bats:** These rare bats cross the A141 from Hinchingbrooke Country Park to forage.
- **Increased Mortality:** The introduction of in excess of 1,500 daily HGV vehicles on average (representing over 7% of the old A14's daily HGV volume) dramatically increases the risk of bat strikes and road mortality.
- **Conflict with Investment:** This industrial activity undermines HDC's own £2.9m investment of Hinchingbrooke Country Park aimed at protecting its tranquillity and biodiversity.



6. Public Safety and Crime Prevention (BE1) The proposed pedestrian underpass creates significant safety concerns and conflicts with crime prevention policies.

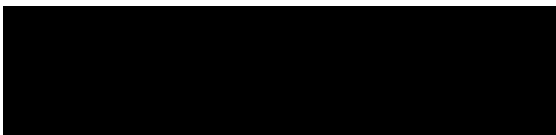
- **Design Out Crime:** The Designing Out Crime Officer (DOCO) states that a Toucan crossing is a preferable and safer alternative to an underpass.
- **The Angiolini report part 2 December 2025 (about Sarah Everard):** This highlights that many women feel unsafe in underpasses and similar public areas, forcing them to adopt avoidance measures to ensure their own safety.
- **Anti-Social Behaviour:** The underpass is likely to encourage anti-social behaviour and "County Lines" activity, which discourages active travel.
- **Request for Alternative:** The underpass should be replaced with a Toucan crossing, similar to the successful implementation by National Highways at the Brampton Hut roundabout.

Conclusion: This proposal conflicts with the HDC Local Plan and poses a direct threat to public safety and the Hinchingbrooke Hospital's operational viability. We urge the Committee to **refuse** this application.

Should the Committee move toward approval, strict conditions must be imposed:

- a) a **15m height cap**,
- b) **restrict operating hours to between 9pm and 6am** to ensure children can sleep and to protect rare wildlife,
- c) **Units 2E and 3D must be the smallest units on the site and pushed back by at least 100m to help compensate for the removal of trees** (needed to allow for the new roundabout)
- d) the **removal of the underpass** in favour of a Toucan crossing and
- e) an **ANPR enforcement system** to prevent HGV-related gridlock

Yours faithfully,



John Greenhalgh
Chair

To: Huntingdon District Council Development Management Committee (“**DMC**”)

NEWLANDS DEVELOPMENT

The co-signers of this representation (the “**Objectors**”) thank those councillors of the DMC who voted to defer this application at the DMC meeting on 23 March 2026 to ensure critical topics of road network impacts, highway safety, and ambulance service operations were properly considered before any final decision is made.

Executive Summary

The evidence presented to the DMC on 23 March 2026 regarding the Newlands logistics park application is incomplete, inconsistent, and in several cases unreliable. Critical transport impacts at the Views Common Road (VCR) / Hinchingsbrooke Park Road (HPR) junction and the Buckden roundabout have not been assessed at all, despite clear evidence that significant traffic from the development would route through these locations.

Inadequacies in Highways Assessment:

- CCC Highways agreed a 0% traffic distribution through the VCR/HPR junctions, allowing Newlands to avoid any detailed modelling at the VCR/HPR junctions, despite the Newlands Transport Assessment (Newlands TA) showing 414-494 peak-hour trips per hour, including 92 HGV trips per hour to and from the site.
- In TN03, CCC Highways Cambridgeshire & Peterborough Combined Authority Modelling (CaPCAM) data instead returns **1269** peak-hour trips, **2.6x** the Newlands estimated data.
- In one selective instance the Newlands data presented higher peak-hour traffic than the CaPCAM model and on the basis of this CCC Highways allowed Newlands to use the same model for the whole road network as if it is a robust ‘worst-case’ model for all data used.
- in fact, various other CaPCAM modelling information set out in TN03 presents the exact opposite and shows the Newlands data to significantly underestimate traffic. In fact, while the Newlands data states 0 traffic movements will occur at the VCR/HPR junctions the CaPCAM data suggest additional vehicle movements of 64 at PM peak hours and 38 at AM peak hours.
- The Newlands TA also shows 10-20% of light vehicle trips would clearly route through the VCR/HPR junction.
- Google Maps routing demonstrates that the A1307 corridor is shorter and faster for many journeys, contradicting Newlands’ assumptions.
- Hinchingsbrooke Hospital’s belief that impacts at the VCR/HPR junction were “not material” is based entirely on the zero-traffic assumption, which contradicts Newland’s own data

Severe Residual Cumulative Impacts (NPPF 116):

- The development is likely to generate over 1568 HGV movements per day, plus thousands of additional light commercial vehicle movements required to distribute goods onward.
- Even a small proportion of these movements would overwhelm the already congested VCR/HPR junction.
- No capacity modelling has been undertaken for VCR/HPR or the Buckden roundabout, meaning neither CCC Highways nor National Highways can quantify the true impact.
- CCC suggest that no further capacity modelling is required because their threshold of 30 additional vehicle movements’ through HPR/VCR junctions at peak hours has not been met according to the Newlands modelling, yet their own CaPCAM modelling suggests that 64 and 38 vehicle movements would be created at afternoon and morning peak times respectively. (Appendix 10 - TN03)
- Without the further capacity modelling, the DMC cannot reasonably rely on Newland’s conclusions alone.

Unacceptable Highway Safety Impacts (NPPF 116):

- Google Maps routing shows that HGVs from the A14 east and M11 south would be directed past Huntingdon Station and Hinchingsbrooke School, exposing thousands of commuters and over 2,000 pupils to heavy-vehicle traffic.

- Evidence from Hinchingsbrooke School shows weight-restriction signage is regularly ignored, police enforcement is minimal, and there have been multiple incidents, including a lorry recently destroying a pedestrian safety barrier.
- The only mitigation proposed by Newlands and CCC - existing signage - is already proven ineffective in practice

Planning Balance Incorrectly Weighted:

- The HDC planning officer report assumes all harms are mitigable, despite acknowledging that sat-nav routing cannot be controlled.
- It relies heavily on incomplete CCC Highways assessments.
- Job numbers (2,371–3,287) are speculative and cannot be guaranteed by Newlands.
- Business rate benefits are overstated and could be significantly lower than the stated figures, especially where businesses relocate within the district.
- Harms do not include the unmitigated severe impact on the road network or the unacceptable impact on highway safety.

Conclusion:

The Newlands application is the wrong development in the wrong location. The DMC is requested to refuse the application on grounds of severe residual cumulative impacts and/or unacceptable highway safety impacts. Until proper assessment is undertaken, the DMC cannot safely or responsibly approve the application.

Detailed Case

Introduction

Information presented to the DMC on 23 March 2026 is incomplete, subject to commercial incentivisation which has not been considered, and in some cases is an administrative fiction that does not represent reality.

Just one example, is the CCC Highways transport comments dated 18 March 2026 which state as its conclusion that the applicant, Newlands Development (“**Newlands**”) has adequately mitigated development impacts at just three junctions of the A141 and this conclusion is based solely on the fact that Newland’s model “TN07” demonstrates this. But simultaneously within the same document CCC Highways state that it has not been able to fully assess the modelling contained within “TN07”. Given the conclusion of adequacy is based solely on modelling which CCC Highways state it has been unable to assess it cannot possibly be relied on without further assessment. Additionally, CCC Highways state expressly that due to time pressure placed on them it has not been possible for them to assess the impact of this network as thoroughly and robustly as they would have liked. See **Appendix 1** - CCC Transport Comments (18 March 2026)

In addition the CCC Highways team have completely failed to require Newlands to assess any impacts at all at either the Views Common Road (VCR) and Hinchingsbrooke Park Road (HPR) junction, or at the Buckden roundabout managed by National Highways.

The transport assessment prepared by Stantec (the “**Newlands Expert**”) on behalf of Newlands (see **Appendix 2** - Stantec Transport Assessment (September 2025)) (the “**Newlands Expert TA**”) states expressly at Section 7.5 that **CCC Highways agreed a traffic distribution with the applicant reflecting zero traffic** flowing through the junctions of A1307 / Views Common Road / Hinchingsbrooke Park Road and Hinchingsbrooke Park Road / Brampton Road (together “**the VCR/HPR Junction**”). The Newlands Expert TA also states:

- The development will create between 414 and 494 vehicle trips per hour at peak times (8-9am and 5-6pm)
- The majority of vehicle trips are light vehicle trips of between 322 and 428 per hour
- HGV vehicle trips peak at 92 per hour in the morning peak time
- Light vehicle traffic distribution includes almost 10% to Godmanchester, Hemingford, St Ives South and Fenstanton that will route through the VCR/HPR junction, and another almost 10% to Cambridge, East & South Cambridgeshire and other East of England areas that would highly likely route through the VCR/HPR junction as well.

Using the Newlands Expert TA data itself, 10-20% of peak traffic flows represent at peak times between 32-84 light vehicle movements per hour definitely or highly likely to route through the VCR/HPR junctions.

The Supplementary Paramics and CaPCAM Modelling dated 20 November 2025 (the “**CaPCAM Data**”) identifies that traffic movements from Spittals Roundabout onto the A1307 (southbound) are forecast to **increase by 11 outbound and 27 inbound trips** during the AM peak period (Table 5.2), **and by 63 outbound and 1 inbound trip during the PM peak period (Table 5.3)**. Despite this, Newland’s own manual assessment asserts that no traffic will utilise the A1307 (southbound). The relevant data is contained within Technical Note 03 of the submitted planning documentation (**see Appendix 10**).

The permission granted to Newlands by CCC Highways to agree a traffic distribution of zero and thus completely avoid any junction modelling at the VCR/HPR Junction is totally inexplicable and unjustifiable.

This decision conflicts with the CCC Highways officer’s statement to the DMC on 23 March 2026 (timestamp 1:30 on HDC You Tube meeting recording) that Newlands would only need to undertake traffic modelling at junctions where additional vehicle trips in peak hours exceed 30. The Newland Expert’s TA itself predicts between 32-84 light vehicle movements per hour (as very simply calculated above). Additionally, the CCC Highways officer’s statement to the DMC on 23 March 2026 (timestamp 1:32 on HDC You Tube meeting recording) that CCC Highways has no evidence basis to believe there would be any more or less traffic through the VCR/HPR junction is clearly inaccurate too.

The CCC Highway officer’s statements to the DMC on 23 March 2026 (timestamp 1:32 on HDC You Tube meeting recording) is also highly questionable with regard to their communications with Hinchingsbrooke Hospital. Hinchingsbrooke Hospital state in their email of 24 March 2026 to HDC’s Planning Team that they made no earlier representations in relation to the Newlands development particularly because the transport analysis did not show material additional traffic impacts at the VCR/HPR junction (see **Appendix 3** - Email from Hinchingsbrooke Hospital to HDC Planning Officer (24 March 2026)). This is only the case because CCC Highways and Newlands agreed to there being a zero traffic distribution which is in clear conflict with both the CaPCAM Data and the data related to likely light vehicle distribution as evidenced by the Newlands Expert TA itself.

Hinchingsbrooke Hospital’s understanding of there being no material traffic impacts at the VCR/HPR junction mirror the CCC Highways officer’s representations to the DMC on 23 March 2026, but are plainly and simply inconsistent with both the CaPCAM Data and the Newlands Expert TA data itself.

For reasons which are unclear critical data has been ignored by both Newlands and CCC Highways when making representations to other critical stakeholders like Hinchingsbrooke Hospital (who would not conceivably have reached their understanding if they read the Newlands Expert TA directly) and by not proactively engaging with Hinchingsbrooke School in relation to highway safety as well.

In terms of Government policy the NPPF at paragraph 116 is clear that development should only be prevented or refused on highways grounds if there would be either:

- an unacceptable impact on highway safety, or
- the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

The Objectors invite the DMC to refuse the Newlands application based on both of these two grounds for the following reasons.

Refusal for severe residual cumulative impacts

Refusal for residual cumulative impacts requires (1) that impacts remain “severe” even following all mitigation, and (2) taking all reasonable future scenarios into account.

In terms of reasonable future scenarios, the Newlands Expert TA indicates at Sections 5.3.1 and 5.3.3:

- at least 10-20% of light vehicle movements would route through the VCR/HPR Junction (as explained above), and
- 80% of heavy vehicle traffic would travel west on the A141 (40% heading A14 west and the other 40% towards A1 south and A14 east). It is important to note that the Newlands Expert TA states expressly at Section 5.3.3 that heavy vehicle trips have been estimated, in the absence of any information, using ‘professional judgement’ only. No consideration or weight has been given to the

experiences of local residents, local representatives, operational hospital staff and the school who all report the effects of a new local development will have a large impact on the flow on this junction.

Whilst weight must of course be given to professional judgement, that professional judgement must also be rigorously scrutinised and/or suitably counter-weighted when that professional judgement is (1) given in the absence of any real data or information to support it, (2) where that professional judgement is given as part of a commercial engagement to Newlands and where Newlands have a significant commercial incentive for that judgement to present the Newlands development for a successful planning approval with the minimum mitigations possible.

The Newlands Expert TA at Section 5.3.2 states that it makes the assignment of vehicle trips on the local highway network using routes and suggested travel directions on Google maps. If that statement is true then the Newlands Expert TA statements about the likely routing of all vehicle traffic needs to be rigorously scrutinised too. It can be evidenced quite simply by a Google Maps check that traffic travelling via Cambridge Services using Google sat nav would be directed to the Newlands site not via the A14 and A141 as the Newlands Expert submits, but instead it would be routed along the A1307 and through the already congested and problematic VCR/HPR Junction (See **Appendix 4** – Google Maps Images). Based on Google maps all A14 East and some South routing traffic (on the M11 and not the A1) would travel both inbound to the Newlands site and outbound from the Newlands site and in a very significant way through the critical VCR/HPR Junction. **Appendix 4** alone confirms that the A1307 corridor route to Cambridge Services is both shorter and quicker than the alternative A141 west and A14 east route assumed in the Newlands application and it makes the assumed 0% traffic distribution via the VCR/HPR Junction (and as agreed with CCC Highways) to be completely unreliable and incredible.

When considering traffic impacts on the road junction at the VCR/HPR Junction a distinction has correctly been made between HGV's (which Newlands indicate to be roughly **1568** movements per day) and other vehicles which might arise from their development's activities. As well as any traffic arising from staff working at the site (which Newlands estimates at 2,371 -3,287), consideration also needs to be made with regard to the numerous light commercial vehicles ("LCVs") which would need to operate to-and-from the site to distribute the goods unloaded from the HGVs too.

For every HGV unloaded it would be reasonable to assume at least 4-8+ LCVs would be required to onward distribute each HGV's load. Assuming 3,000 staff and only 4X LCV movements per HGV movement suggests in the region of 13,000 additional smaller vehicle movements per day on the local road network.

A significant traffic increase of smaller vehicles will undoubtedly be added to the VCR/HPR Junction, because there is no restriction on such smaller traffic travelling on the A1307. Again, this makes Newland's assumed 0% traffic distribution via the VCR/HPR Junction to be completely unreliable and incredible.

When considering potential traffic impacts the CCC Highways team required Newlands to undertake traffic analysis at 14 junctions but specifically did not require Newlands to do traffic analysis at the hospital and school critical VCR/HPR Junction. Attached as **Appendix 5** is a document titled "Appendix 1.1 – Transport Scoping Note and CCC Meeting Notes" in which it can be seen that CCC Highways required Newlands to undertake traffic counts at the VCR/HPR Junction in the meeting note of 16 January 2025, but when Newlands Technical Note A1 was produced on 26 February 2025 the traffic assumption at the VCR/HPR Junction was zero. The justification for this is only recently set out in paragraphs 6 & 7 of the letter from David Lock Associates on behalf of Newlands dated 8 April 2026 (see **Appendix 6**) why they believe the zero traffic assignment at the VCR/HPR Junction is justifiable and robust. The Objectors response to each of the justifications made by Newlands is as follows:

- It is agreed that staff journeys between the Newlands site and west Huntingdon would not likely use the VCR/HPR Junction. The justification selectively fails to consider the journeys of up to 3,200 staff who live anywhere except west/central Huntingdon.
- The comment that HGV operators are aware of possible fines for violating road sign weight limits is of no relevance to the significantly higher volume of LCVs impacting the VCR/HPR Junction and for which those weight limits do not apply. Severe cumulative impacts are driven more by the large volume of LCVs than by HGVs. The routing of the HGVs is far more important when considering the impact on highway safety and so comments on HGVs have been addressed in the highways safety section below.
- It is fundamentally disagreed that the A141-A14 route is always quicker to Cambridge Services than along the A1307 corridor. The **Appendix 4** Google maps evidence this. And the peak period assumptions used by the Newlands Expert are not the peak periods for traffic at the

VCR/HPR junction anyway (being exceptionally impacted by local school start/end times (3pm – 5:30pm), and hospital staff shift traffic flows too).

This analysis has not been properly assessed or challenged at all by CCC Highways in relation to the VCR/HPR Junction despite CCC Highways knowing a wide evidence base which shows a very different reality.

Newland's analysis reflects only Newland's commercial interest in having the development approved so cannot be trusted alone. This is evident from the CCC Highways Transport Comments (**Appendix 1**) which states *"After observing traffic conditions in person, it is clear that the applicant's 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"*.

There is no real dispute that the VCR/HPR Junction is already regularly and severely congested. The congestion issues and various historic accidents at the VCR/HPR Junction have been the subject of regular local press articles and are well known by most people locally. Both Hinchingsbrooke school and Hinchingsbrooke residents have regularly reported both congestion and safety issues at the VCR/HPR Junction which CCC Highways over years have failed to address. Hinchingsbrooke hospital (in **Appendix 3**) states it absolutely recognises the traffic congestion around the hospital and the resulting impact on staff and visitors already. CCC Highways acknowledge the congestion during peak hours (see **Appendix 7** – Letter from CCC Highways to Hinchingsbrooke Residents Association) and even Newlands now acknowledge the existing traffic issues at the VCR/HPR Junction and is sympathetic to the concerns raised.

The Objectors appreciate that Newlands is not required to mitigate any current issues at the VCR/HPR Junction, it needs to only mitigate the impact of its own development. However, where the VCR/HPR Junction is already at, or very close to, capacity then it would take only a small cumulative addition of traffic from Newland's development to trigger a severe impact. Because the Newland's development will generate a very high cumulative addition of traffic it is easy to conclude it is almost certain to cause a severe cumulative impact at the VCR/HPR Junction justifying the DMC to outright refuse the application as it is currently presented.

In addition to serious and totally uninvestigated issues at the VCR/HPR Junction the DMC should also note that the CCC Highways team sought statutory consultee input from National Highways in relation to the Brampton Hut roundabout junction only. Assuming any reasonable volume of the Newlands development site traffic would route south, and if half of that traffic routed down the A1 south (rather than the M11 south) then considerable traffic would also be added to the A1 Buckden roundabout and this is just a further omission from the local highway network analysis which has not been considered at all.

The reality is that nobody knows the real impact because nobody has modelled the VCR/HPR Junction or the Buckden roundabout impacts. If that modelling is done and assessed properly by CCC Highways and National Highways then consideration of further acceptable mitigations might be still possible.

Refusal for unacceptable impact on highway safety

Refusal for unacceptable impact on highway safety does not require any "severe" threshold. The threshold for refusal is simply an unacceptable impact on highway safety.

Again, evidence from a Google Maps check (see **Appendix 4**) indicates that traffic travelling via Cambridge Services using Sat Nav would very likely be directed along the A1307 and through the already congested and problematic VCR/HPR Junction. From a safety perspective this routing would take a large proportion HGV vehicles travelling from the A14 east and the M11 south past thousands of daily commuters at Huntingdon Station, and then past over 2,000 pupils at Hinchingsbrooke school.

Again, considering a reasonable future scenario as required by NPPF paragraph 116 and using Newland's assumed 20% traffic flowing east of the site (and a proportion of only 5% of total HGV traffic travelling the A1307(S)), it is clear this represents over **125 HGV vehicle movements per day** likely to route past thousands of daily commuters at Huntingdon Station, and then past over 2,000 pupils at Hinchingsbrooke school. **Without appropriate highways mitigations this presents a clearly unacceptable impact on highway safety.**

As noted above, Newland's justification for the zero traffic assignment at the VCR/HPR Junction being justifiable and robust is set out in paragraphs 6 & 7 of the letter from David Lock Associates on behalf of Newlands dated 8 April 2026 (**Appendix 6**). Newland's second justification is of more relevance to highway safety. While it is agreed that HGV operators are aware of possible fines for violating road sign weight limits, the suggestion that these convictions would impact their operator licence suitability and that it would ultimately prevent them operating and thus act as an effective deterrent to HGVs travelling through VCR/HPR **is overstated**. The maximum penalty for breaching a Traffic Regulation Order (weight restriction sign) is a £1,000 fine, or more typically a few hundred pounds following a guilty plea (which is typical because the offence is hard to defend when it happens). This assumes police actually bring a prosecution, which for all types of road traffic offences is typically unlikely unless they are actively present in the first place.

The mitigations currently proposed as adequate by Newlands and CCC Highways are nothing more than the existing signage at the Spittals roundabout and at the end of VCR (Photographs at **Appendix 8**). From the photographs it can be seen clearly that one out of three signs are very busy, and one sign is sited beyond the relevant junction. CCC Highways opinion of the adequacy of this mitigation is evidentially displaced from the realities of enforcement (for which the police and not CCC Highways are responsible). Hinchingsbrooke school's evidence is both clear and damning that CCC Highways have historically dismissed their concerns about both traffic volumes and highways safety at the VCR/HPR Junction. Hinchingsbrooke school's evidence is that when the previous VCR/HPR Junction changes were introduced the school clearly communicated concerns and was largely dismissed by CCC Highways, following which many of the issues that the school predicted have subsequently materialised. The school's evidence states specifically that the vehicle weight restriction signage on VCR has provided little or no deterrent in practice to large vehicles using the road and has proven ineffective to date. Additionally the school state that there have been several incidents at the VCR/HPR Junction, the most recent involving a lorry trailer striking and destroying the pedestrian safety barriers that are in place to protect pedestrians. Despite the school reporting this to the police, and the school informing the police that the school held CCTV footage of the vehicle involved, the matter was not investigated further by the police. This further verifies the inadequacy in practice of the sole proposed mitigation which Newlands and CCC Highways have stated to be adequate.

Further manually collected data at the Hinchingsbrooke Park Road / Views Common Road junction on the 15th April 2026 between 3:15 and 4:30 has identified a significant number of HGV movements already using this route past the school, notwithstanding the existing weight-restriction signage that is intended to deter such traffic. The count data shows that five HGVs per hour currently pass through the junction during the peak hour on that date. This demonstrates that signage alone is not an effective mitigation measure and would remain inadequate were the proposed development to proceed.

These findings further underline the need for robust and reliable mitigation and reinforce the requirement for full traffic modelling at the VCR/HPR Junction to properly assess the scale of the risk and its implications for highway safety.

The school's evidence is very clear that CCC Highway's proposed mitigation is inadequate both in terms of the current road signage not preventing HGVs travelling along VCR, and also inadequate because the police do not take any enforcement action against those who breach the road signage either.

Even if the DMC still believe the adequacy of the CCC Highways recommendation in the face of conflicting evidence from Hinchingsbrooke school and Hinchingsbrooke residents, it should be noted that road signage mitigation would only protect against outbound HGVs leaving the development site. In relation to HGV's inbound to the development site from the A14 east and M11 south, and where Google maps clearly indicates that they would be routed along the A1307 from Cambridge Services, there is only one road sign on that inbound route near Godmanchester which applies "except access" so it does not actually prohibit HGVs and so they are still certain to cause an unacceptable impact on highway safety for thousands of commuters and school children using the same roads.

Refusal because the planning balance is weighted towards greater harms than benefits provided

If the DMC is not minded to refuse this application on the grounds of highway safety, or to refuse or defer the application for additional traffic analysis based on severe impact on the road network then the co-signees invite the DMC to reject the application on the basis of a net negative planning balance overall.

When deciding on the merits of this application each member should assess the overall planning balance weighing all probable benefits against all probable harms.

It is natural for officers to not want to have their conclusions or recommendation disagreed with by the DMC, just like it is natural for the DMC to not want to risk its decision to be successfully appealed. But please remember that a decision to approve impacts all objectors permanently and forever, having to accept all harms in perpetuity with no further way to appeal except for judicial review, whereas a decision to refuse or defer again leaves Newlands the option to appeal if they disagree, as part of due process, or merely just further engage with the relevant officers and other stakeholders to address outstanding issues.

Officers provide a recommendation based on the facts as they are aware of them, but the DMC isn't expected to rubber stamp that recommendation. Effective governance requires the DMC to interrogate all the information presented. In this context, it is critical to consider 2 commercial realities:

- Newlands is a commercial business with a legal duty to maximise profit for its shareholders. There are numerous examples in the Newland application's materials where Newlands has been found to have significantly overstated benefits (Section 60 - HDC Revenue, Section 57 Jobs Created), and significantly under-represented potential harms too (additional traffic congestion at the HPR/VCR Junction, visual impact, noise, and environmental)
- Public sector consultees have limited resources and their own commercial priorities which means they are motivated to apply the minimal resources possible to analyse any individual planning application, and especially if their past experience is for a response to have no practical effect on a planning decision as well.

Put simply, the co-signers submit to the DMC that the HDC planning officers have got the planning balance quite wrong, because they have not fully accounted for the commercial realities of the applicant and consultees, and because they have relied on reports from Newlands and the CCC Highways team which are incomplete, and which do not accurately reflect the realities on the ground.

Rebalance Arguments:

The employment figures cited by Newlands are inherently speculative and originate solely from Newlands, who have a clear commercial incentive to present the highest possible estimates (quoted as 2,371–3,287 jobs). When questioned at the DMC on 23 March 2026 Newlands confirmed that it is unable to guarantee the creation of any new jobs arising from the development. The further assertion that the Newlands development might prevent existing jobs from being lost is unsubstantiated and amounts to conjecture rather than evidence. Accordingly, the claimed employment benefits are neither assured nor reliably quantified and should be afforded limited weight in the planning balance.

Newlands has confirmed that the proposed operations cannot function with buildings below approximately 24 metres in height, or without continuous 24/7 activity. These operational requirements would give rise to **significant and unavoidable impacts**. The severity of these impacts should therefore be fully recognised and afforded substantial weight in the planning assessment.

When weighing Newland's speculative employment estimates (2,371–3,287 jobs) against the material considerations of the scheme, it is necessary to recognise the substantial and wide-ranging harms identified through the consultation process. Of particular significance is the impact on approximately 4,500 residents living in the communities of Stukeley Meadows and Hinchingsbrooke Park, who would experience the most direct and severe effects of the development. The speculative job projections by Newlands should be afforded limited weight in the overall planning balance against the highly probable negative impacts to at least 4,500 residents.

The projected revenue benefits to the District Council are similarly uncertain. The Council's own analysis estimates potential business rate income at approximately £5 million (significantly lower than the £9.1 million figure suggested by Newlands). Additionally, the £5 million estimate assumes that the entire site is newly occupied by additional businesses. However, Newlands has confirmed that not all occupiers would necessarily be new to the district; some may relocate from existing premises elsewhere within Huntingdonshire. In such cases, there would be no net gain in business rate income. Consequently, the realistic level of additional business rate receipts is likely to fall well below the £5 million estimate. Even where existing occupiers continue to pay out the remainder of their leases, any short-term gain to HDC

would be negligible when set against the wider loss of business rate income resulting from businesses relocating within the district

Harms listed do not include either the unmitigated severe impact on the road network, or the unacceptable impact on highway safety.

The planning officer report makes an incorrect statement at 7.176 that all other forms of "harm" are capable of being mitigated. The officer report itself states that failure to correctly set sat navs cannot be practically controlled by the authority later, and this clearly exists as a real issue.

The combined policy conflicts in Appendix 9 show that the application does not simply fall short in isolated areas but fails across the core aspects of the Local Plan. Harm to residential amenity, character, and design quality directly contradicts the standards set out in LP11–LP14 and the Design Guide Supplementary Planning Document (SPD), meaning the scheme cannot be treated as acceptable development in principle.

Highway safety shortcomings further shift the balance towards harm. Non-compliance with LP17 and the absence of safe access, adequate capacity, or pedestrian and cycle provision create risks that the Local Plan explicitly requires to be avoided. Without a compliant Transport Assessment or Road Safety Audit, these harms remain unmitigated.

Environmental and health impacts compound the negative weighting. The loss of green infrastructure, and increased pollution pressures conflict with LP2, LP3, LP32 and LP33, undermining the district's strategy for sustainable, healthy communities. These are not minor technical breaches but fundamental failures of sustainability.

Finally, the absence of evidence on infrastructure capacity, combined with unresolved flood-risk and drainage issues, places the application in direct conflict with LP4, LP5 and LP23. Development that cannot be supported by existing services or safe drainage systems cannot attract positive weight. Collectively, these conflicts shift the planning balance decisively towards refusal.

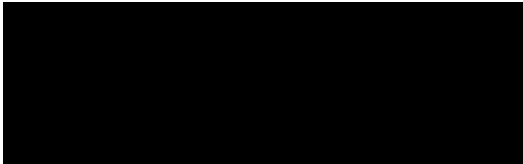
The co-signatories wish to make clear that they fully support appropriate commercial growth within the district and within their respective communities. However, the suitability of the proposed location is a fundamental consideration. If a development of this scale were instead brought forward in another location away from residential areas then many of the most severe impacts identified could be substantially mitigated, including the high-risk routing of significant HGV and general traffic movements past approximately 2,000 schoolchildren and thousands of daily commuters.

The Newlands application represents the wrong form of development in the wrong location. The co-signatories therefore consider that the application should be refused in its current form. Should the DMC be minded not to refuse the scheme outright, the application ought at minimum to be deferred until a full and reliable assessment of all highway safety and capacity issues has been completed. This would enable key stakeholders, including Hinchingsbrooke School and Hinchingsbrooke Hospital, to provide informed representations based on highways evidence that is complete, accurate, and capable of being relied upon in the decision-making process.

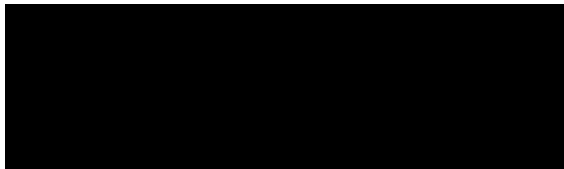
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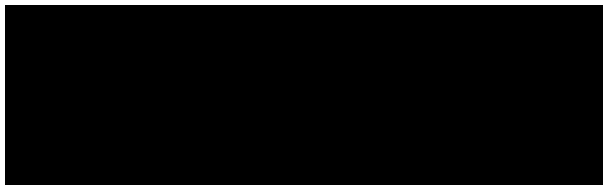
Cllr Phil Pearce (The Stukeleys Parish Councillor, Former Mayor of Huntingdon 23/24)



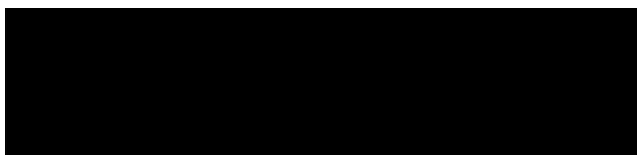
Susie Caney, Parish Clerk
on behalf of Brampton Parish Council



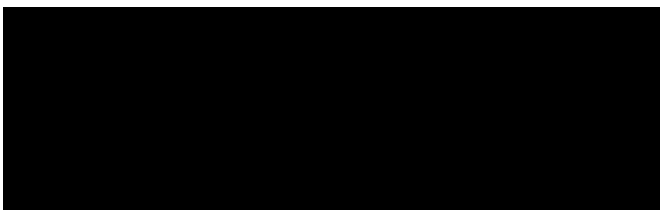
Tracy Gilbert, Chair
On behalf of Alconbury Parish Council



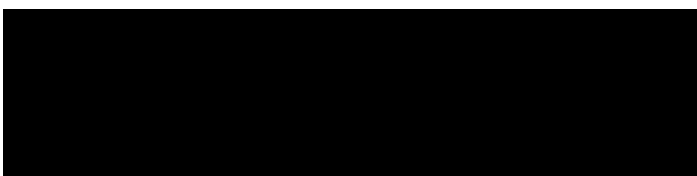
John Greenhalgh
on behalf of Hinchingsbrooke Residents Association



District Councillor David Shaw



District Councillor Martin Hassall



County Councillor Liam Beckett



Clr Karl Brockett (Councillor for Hinchingsbrooke Park Ward, Former Mayor of Huntingdon 24/25)



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 Hinchingsbrooke, 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.



Transport Assessment

Hinchingbrooke Logistics Park

September 2025

Prepared for:
Newlands Property Developments
(Huntingdon) Limited

Prepared by:
K State
M Balding

Project Number:
332611944

5 Person and Vehicular Trip Generation, Distribution, and Assignment

5.1 Introduction

5.1.1 This Section outlines the likely hour by hour vehicular trip generation for the Proposed Development, and the potential distribution and assignment of cars and HGVs based on collated survey data and the Census 2011 data.

5.2 Trip Generation

Person Trip Generation

5.2.1 To inform estimations of anticipated trip generation for Hinchingsbrooke Logistics Park, the TRICS 7.11.4 database has been interrogated to obtain the likely person trip generation to/from the Site within the AM (08:00 - 09:00) and PM (17:00 - 18:00) peak hours.

5.2.2 Person trip rates have been generated for 'Warehousing (Commercial)' land use equivalent to B8 and 'Industrial Unit' land use equivalent to B2 using TRICS surveyed sites of employment developments subject to the following criteria:

- sites in England;
- only the site classed as 'Edge of Town', 'Neighbourhood Centre (PPS6 Local Centre)' and 'Suburban Area (PPS6 Out of Town)' have been considered as they are representative of the Proposed Development in terms of location;
- surveyed sites of:
 - industrial units between 690 to 67,459m²; and
 - warehousing between 950 to 105,335m².
- surveys between 01/01/2020 and 01/09/2021 were excluded from the database to avoid abnormal travel patterns due to restrictions during the COVID-19 pandemic.

5.2.3 For the assessment of the Sui Generis Bus Operator use, trip generation rates associated with B8 land use have been applied. The AM and PM peak hour person trip rates are reported in **Table 5.1**, along with the forecast person trip generation from the development. It has been assumed that 30% of the development will be B2 and 70% will be B8. The detailed TRICS output is contained in **Appendix 5.1**.

Table 5.1 AM and PM Peak Hour Person Trip Rates

Person Trip Generation	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
B8 TRICS Rates						
Person	0.139	0.042	0.181	0.083	0.156	0.239
B2 TRICS Rates						
Person	0.239	0.046	0.285	0.128	0.255	0.383
Total Trip Generation (70% B8 and 30% B2)						
B8	199	60	259	119	223	342
B2	147	28	175	78	156	235
Total	345	88	434	197	380	577



Light Vehicle Trip Generation

- 5.2.4 Light vehicle trips have been calculated from the person trip generation, which has then been factored into car drivers based on Journey to Work Census 2011 data for the Middle Super Output Areas (MSOAs) of Huntingdonshire 008 (Huntingdon Sapley & Oxmoor), 010 (Brampton, the Stukeleys and the Alconburys) and 012 (Huntingdon Central & West).
- 5.2.5 This saw a car driver mode share of 74.3% - with the calculations contained in **Appendix 5.2**. Based on the 74.3% car driver mode share, the light vehicle trip generation is shown in **Table 5.2**.

Table 5.2 AM and PM Pear Hour Vehicle Trip Rates

Vehicle Trip Generation	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
B8	148	45	192	88	166	254
B2	109	21	130	58	116	174
Total	257	66	322	146	282	428

Heavy Vehicle Trip Generation

- 5.2.6 To inform estimations of anticipated Heavy Goods Vehicle (HGV) trip generation for Hinchingsbrooke Logistics Park, the TRICS 7.11.4 database has been interrogated to obtain the likely HGV trip generation to/from the Site within the AM (08:00 - 09:00) and PM (17:00 - 18:00) peak hours.
- 5.2.7 The AM and PM peak hour HGV trip rates are reported in **Table 5.3**, along with the forecast HGV trip generation from the development. It has been assumed that 30% of the development will be B2 and 70% will be B8. The detailed TRICS output is contained in **Appendix 5.3**.

Table 5.3 AM and PM Pear Hour HGV Trip Rates

Vehicle Trip Generation	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
B8 TRICS Rates						
OGVs	0.024	0.033	0.057	0.033	0.013	0.046
PSVs	0.001	0.000	0.001	0.000	0.000	0.000
Total HGV	0.025	0.033	0.058	0.033	0.013	0.046
B2 TRICS Rates						
OGVs	0.006	0.008	0.014	0.000	0.000	0.000
PSVs	0.000	0.000	0.000	0.000	0.000	0.000
Total HGV	0.006	0.008	0.014	0.000	0.000	0.000
Total Trip Generation (70% B8 and 30% B2)						
B8	36	47	83	47	19	66
B2	4	5	9	0	0	0
Total	39	52	92	47	19	66



Total Vehicle Trip Generation

5.2.8 Considering the Person Trip Generation, Census Mode Share Calculations and HGV Trip Generation discussed above, the total peak hour Vehicle Trip Generation is summarised in **Table 5.4** below.

Table 5.4 AM and PM Peak Hour HGV Trip Rates

Vehicle Trip Generation	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Total Trip Generation (70% B8 and 30% B2)						
B8 Lights	148	45	192	88	166	254
B8 Heavy	36	47	83	47	19	66
B2 Lights	109	21	130	58	116	174
B2 Heavy	4	5	9	0	0	0
Total	296	118	414	194	300	494

5.3 Vehicular Trip Distribution and Assignment

5.3.1 A trip distribution exercise has been undertaken with reference to Journey to Work data derived from the 2011 Census. This considered where people travel from to work in the MSOAs Huntingdonshire 008 (Huntingdon Sapley & Oxmoor) and 012 (Huntingdon Central & West), shown in **Table 5.5**.

Table 5.5 Distribution of light vehicle trips from Huntingdonshire 008 (Huntingdon Sapley & Oxmoor) and 012 (Huntingdon Central & West)

Destination		% of Trips*
		<small>*Minor Rounding Errors</small>
Huntingdonshire	Yaxley & Farcet	1.1%
	Stilton, Elton & Folksworth	0.8%
	Ramsey	2.8%
	Sawtry & Gidding	2.8%
	Warboys & Bury	2.9%
	Somersham, Riptons & Raveleys	3.1%
	Bluntisham, Earith & Needingworth	1.5%
	Huntingdon Sapley & Oxmoor	9.9%
	Huntingdon Hartford	5.7%
	Brampton, the Stukeleys and the Alconburys	4.9%
	St Ives North	3.8%
	Huntingdon Central & West	10.7%
	St Ives South	1.9%
	Godmanchester	4.7%
	Kimbolton, Great Staughton & Molesworth	1.6%
	Houghton, Hemingford & Fenstanton	2.9%
	Buckden & Perry	2.4%
	Little Paxton, Love's Farm & Great Gransden	1.7%
St Neots Priory Park	1.1%	
St Neots Eaton Ford	1.3%	



Destination		% of Trips*
		<small>*Minor Rounding Errors</small>
	St Neots Eynesbury	1.7%
	St Neots Eaton Socon	1.0%
	Total Huntingdonshire	70.6%
East of England	Bedford	1.3%
	Cambridge	1.3%
	Central Bedfordshire	0.9%
	East Cambridgeshire	1.6%
	Fenland	4.9%
	King's Lynn and West Norfolk	0.5%
	Peterborough	5.3%
	South Cambridgeshire	4.6%
	Other East of England	2.0%
	Total East of England	22.4%
Rest of UK		7.0%
TOTAL		100%

5.3.2 The vehicle trips have been assigned on the local highway network using routes that were derived by reviewing the peak-hour traffic and suggested travel directions on Google Maps.

5.3.3 The distribution of heavy vehicle trips has been estimated, in the absence of any information, using professional judgement as follows:

- 20% to the east of the site access towards Huntingdon and A1 N via A1307; and
- 80% of traffic is expected to travel west from the site access, with 40% heading towards the A14 (West) and 40% towards the A1 (South) and A14 (East) via Brampton Hut.

5.3.4 The vehicle trip assignment is set out further in the traffic flow diagrams provided in **Appendix 5.4**.

5.4 Mode Shift Assessment

Base Mode Share

5.4.1 As described above, Journey to Work Data from the 2011 Census has been used to inform the person trip assessment. This has been used to derive the mode share of trips travelling to and from the Site.

5.4.2 The 2011 Census is dated but it continues to offer valuable data on local mode shares for commuting, disaggregated by workplace location within each Middle Super Output Area (MSOA), which are areas comprising 5,000 to 15,000 people. This data was used as a proxy to estimate the likely base mode share for future employees at Hinchingsbrooke Logistics Park with the knowledge that it is likely to be conservative due to changes that have occurred in travel behaviour over the ensuing decade.

5.4.3 The mode share of journeys to work to places of work in the MSOA of Huntingdonshire 008, 010, 012 has been applied to estimate the likely base mode share of journeys to work for future employees at the Site. The location plan of Huntingdonshire 008, 010, 012 is shown in **Plate 5.1**. These MSOAs have been chosen due to them reflecting a nearby employment



7 Operational Traffic Impact Assessment

7.1 Introduction

7.1.1 The likely future traffic impact of the Proposed Development on the surrounding area has been assessed. This Section reviews the following for the Manual Assessment Methodology:

- a summary of the assessment scenarios;
- the background growth of the observed traffic flows to a future year scenario; and
- the committed developments in the area that will come forward during the Proposed Development that should be included.

7.1.2 The above is considered in the following sections, but was also set out in the Transport Assessment Scoping Note dated 26th February 2025 (**Appendix 1.1**), which reflected a provisional level of agreement from the highway authorities.

7.1.3 In addition to the Manual Assessment Methodology, CCC requested the use of microsimulation modelling software (Paramics Discovery) to validate the results of individual junction assessments at Spittals Interchange and the proposed site access and to understand if there are any interactions between them due to the close proximity. This scope was later extended at the request of CCC's Transport Assessment Team to include the A141 corridor up to the Washingley Road junction (Junction 10 within the study area).

7.1.4 Furthermore, CCC requested that the Manual Assessment be cross-checked against the HDC Model Run of the Cambridgeshire and Peterborough Combined Authority Model (CaPCAM), which supports the emerging Local Plan. This comparison aims to ensure consistency across assessments and to confirm the robustness of the traffic impact analysis of the manual approach.

7.2 Committed Development

7.2.1 The approved / committed developments which are factored into the future baseline are summarised below:

- Alconbury Weald (5,000 homes) reference 12/01158/OUT, as varied under 19/01320/S73, and Key Phase 1 application (1,956 homes) reference 19/80094/COND, including a highway improvement scheme within the proposed study area at:
 - A141 / A1123 Roundabout (Hartford).
- Grange Farm (1,500 homes) reference 19/01341/OUT, including highway improvement schemes within the proposed study area at:
 - A141 / Ermine Street Roundabout; and
 - A141 / Washingley Way Roundabout.
- Ermine Street site allocation HU1 (1,400 homes) – This allocation has been subject to two EIA scoping requests, and two Outline Planning Applications:
 - Ermine Street South (otherwise known as Land north west of Spittals Way and Ermine Street): 17/70254/SCOP; 18/01918/OUT; and
 - Ermine Street North (otherwise known as Land north west of Ermine Business Park): 18/70210/SCOP - Live application for 648 homes reference 20/00847/OUT.



7.4 Junction Modelling

7.4.1 Stantec UK Ltd has prepared a Junction Capacity Assessment Technical Note (**Appendix 7.3**) to support this Transport Assessment and summarise the junction capacity assessment outputs on the junctions agreed with Cambridgeshire County Council.

7.4.2 The technical note provides a summary of the outputs from the transport modelling software used to assess performance prior to and after the addition of the Proposed Development. **Table 7.1** summarises the results of these junction assessments. The key for the table is as follows:

- ✓ - Junction operates within capacity.
- ✗ - Junction operates over capacity.
- - Junction operates over capacity, but better than the Do Minimum scenario.

7.4.3 Practical capacity for a priority junction is generally accepted to be an RFC of 0.85-0.90. Degrees of Saturation of up to 90% are viewed as acceptable for new signalised junctions although signalised junctions often experience degrees of saturation higher than 90% during peak periods in urban areas.

7.4.4 **The impact of the Proposed Development on junction capacity has been assessed at the following junctions as agreed with Cambridgeshire County Council (CCC) and National Highways (NH).**

- J1 - A141 / A14 Slips / Woolley Road Priority Roundabout
- J2 - A14 Slips / A141 / Access Road Priority Roundabout
- J3 - Brampton Hut Signalised Roundabout
- J4 - A141 Slips Northern Priority Roundabout
- J5 - B1514 / A141 On-Slip Priority T-Junction
- J6 - B1514 / A141 Off-Slip / Thrapston Road Priority Roundabout
- J7 – A141 Slips / Kingfisher Way Business Park
- J8 - A1307 Junction 23 / A141 Spittals IC Signalised Roundabout
- J9 - A141 / Ermine Street / B1044 Roundabout
- J10 - A141 / Washingley Road Roundabout
- J11 - A141 / Kings Ripton Rd Signalised T-Junction
- J12 – A141 / B1514 / Huntingdon Road (Hartford) Roundabout
- **J13 – A1307 / Views Common Road / Hinchingsbrooke Park Road**
- **J14 - Hinchingsbrooke Park Road / Brampton Road**

7.4.5 A location plan of the junctions is provided in **Appendix 7.3**.

7.5 **Junctions 13 and 14 have not been modelled as there is no development traffic passing through these junctions as per the distribution that has been agreed with CCC.**



Lewis Tomlinson

From: Lewis Tomlinson
Sent: 02 April 2026 17:04
To: Lewis Tomlinson
Subject: RE: 25:01922/OUT Brookfield Farm, Ermine Street, Great Stukeley, Huntingdon, PE28 4AB.

From: LEE, Deborah (NORTH WEST ANGLIA NHS FOUNDATION TRUST) <deborah.lee21@nhs.net>
Sent: 24 March 2026 15:53
To: Mike Gildersleeves <Mike.Gildersleeves@huntingdonshire.gov.uk>
Subject: HLP

Dear Mike

I understand that the planning application for HLP was deferred yesterday pending further information being put before the council.

We have developed a close and positive working relationship with the local residents' association, who were keen for us to consider raising an objection to the proposal for the Logistics Park. We declined to do this on the basis that the technical assessments provided in support of the proposal, particularly the transport analysis, did not indicate that the development would generate material additional traffic impacts on Hinchingsbrooke Park Road or Views Common Road, which would have directly affected hospital operations.

Given this context, we did not consider it appropriate for the Trust to commit further resources to re-run or challenge that analysis unless there was clear evidence of a direct and demonstrable impact on the hospital.

As a statutory planning authority, Huntingdonshire District Council is responsible for assessing the adequacy of those technical submissions, in association with the County Council, and determining whether any further mitigation is required. However, we note that this Business Park site is included in the Council's emerging local plan allocation and this anticipated growth will therefore be included in our assessment of future traffic movements associated with the Hospital Redevelopment if planning permission is granted.

In respect of the impact on blue light vehicles, we are not best placed to assess or comment upon this, but you may wish to speak to the East of England Ambulance Service NHS Trust who operate the ambulance service. A spokesperson for the EEAST, did comment yesterday that they have no evidence of this development having any impact on emergency vehicle response to date, but you may wish to follow up on this.

We absolutely recognise the traffic congestion in and around the hospital, and the resulting impact on staff and visitors. One of our key priorities for the redevelopment of Hinchingsbrooke Hospital is to improve congestion on the hospital site and to improve traffic flows in and out of the site and specifically Hinchingsbrooke Park Road. Our plans include creating a second access road on to Views Common Road, with the aim of improving flows in and out of the site and segregating flows for emergency vehicles. Initial feedback to these plans has been positive and we continue to work closely with local residents, parish councils, the planning authority and other local stakeholders including the Ambulance Trust

If I can be of any further assistance, please do not hesitate to contact me

KR

D

Deborah Lee

Senior Responsible Officer (SRO), Hinchingsbrooke Hospital Redevelopment Programme

Contact : Deborah.lee21@nhs.net

Support : Rosalind.cullen@nhs.net

Please note my working days are Tuesday, Wednesday, Thursday and I will be working hard not to review emails outside of these days. If you need to reach me outside of these days please contact Rosalind Cullen

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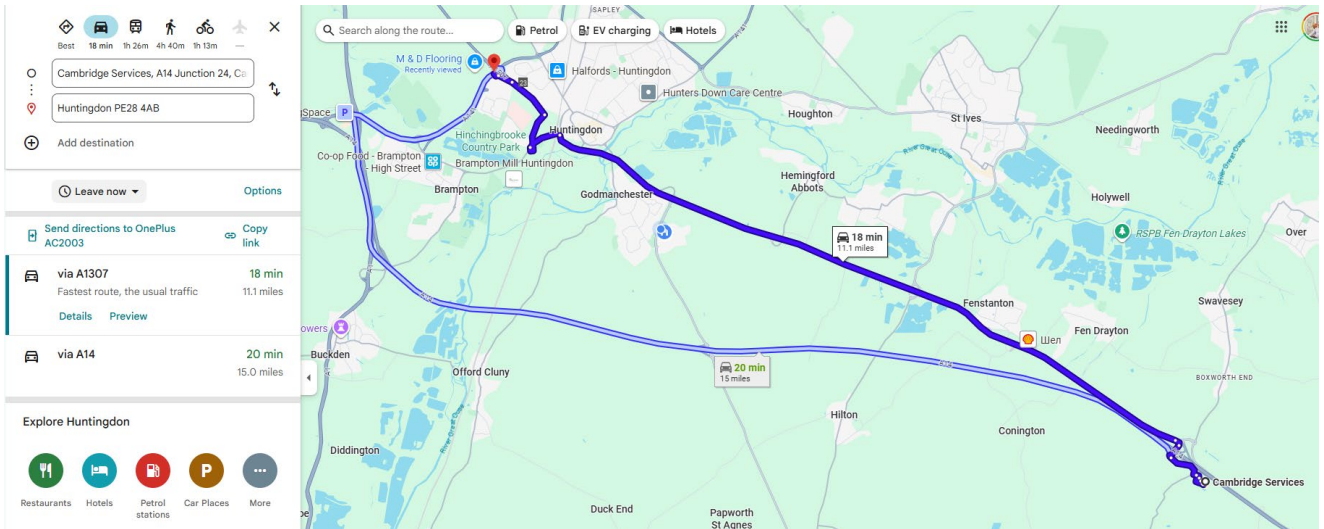
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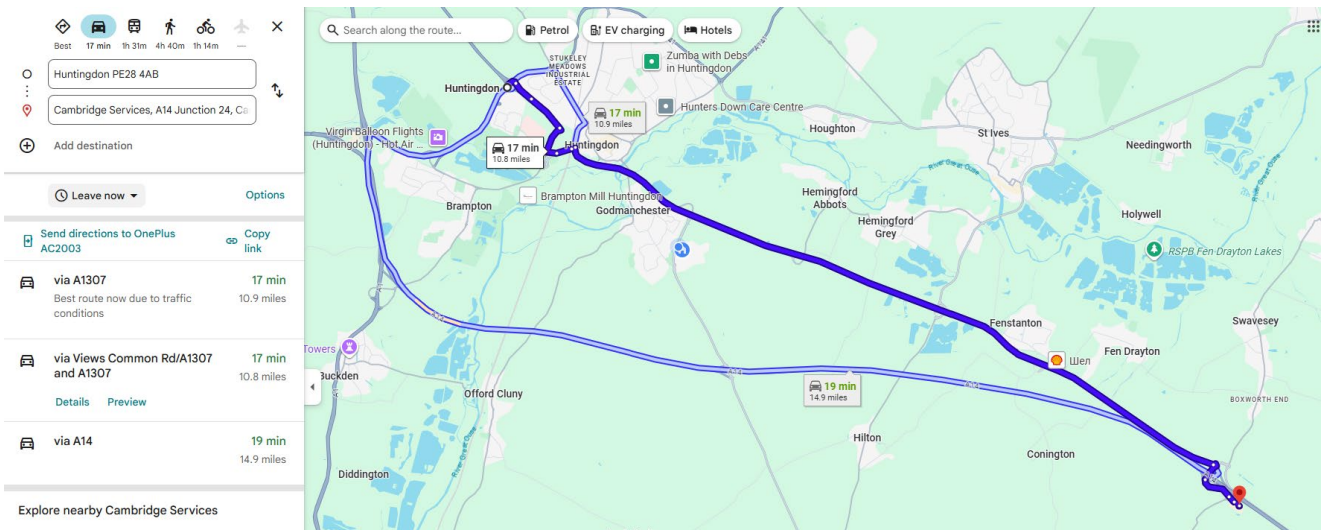
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APPENDIX 4 – Google Maps images Bar Hill/Cambridge Services to/from the Newlands Development site

Inbound to Newlands Development site (East A14 & M11 South)



Outbound from Newlands Development site (East A14 & M11 South)



Note: Measured from the closest corner of Spital's roundabout to prevent any skewed data from A141 currently being a two-way road

Appendix 1.1 – Transport Scoping Note and CCC Meeting Notes



Project Number: 332611944

Hinchingbrooke Park – Pre-Application Highways Meeting

Date / Time: 16 January 2025 10:00 AM

Place: Teams (online meeting)

Attendees:	Ben Taylor	Newlands
	John Barker	Newlands
	Warren Cull	Newlands
	Adam Davies	David Lock Associates (DLA)
	David Akam	David Lock Associates (DLA)
	Andrew Fisher	David Lock Associates (DLA)
	Charlotte Fox	Huntingdonshire District Council (HDC)
	James Croucher	Huntingdonshire District Council (HDC)
	Andrew Connolly	Cambridgeshire County Council (CCC)
	Robin Hobbs	Cambridgeshire County Council (CCC)
	Nigel Eggar	Cambridgeshire County Council (CCC)
	Mitchell Balding	Stantec
	Matthew Hipkiss	Stantec
	James Williams	Stantec

Item:	Action:
<p>1 Introduction</p> <p>1.1 This meeting was arranged to discuss the highways work required to support an outline planning application for a commercial development (B2/B8) off the A141, in Huntingdonshire.</p>	
<p>2 Site Background and Context</p> <p>2.1 Newlands Developments are promoting the scheme for circa. 2 million sqft of B2 / B8 commercial use, with the exact split of the maximum limits of each to be applied for to be confirmed to HDC and CCC in due course.</p> <p>2.2 Proposals for the scheme have been put forward as part of the Huntingdonshire Local Plan Call for Sites process.</p> <p>2.3 A Planning Performance Agreement is in the process of being finalised with HDC, and Newlands are seeking to ensure early and continued dialogue with key stakeholders.</p> <p>2.4 DLA noted it was a well located site, adjacent the existing Hinchingbrooke Business Park, whilst being located close to the Strategic Road Network.</p> <p>2.5 The future context of transport infrastructure was queried by Stantec what would need to be considered as part of the planning application. This related to the potential A141 scheme (and associated schemes such as Park and Ride facilities), and active travel schemes. CCC confirmed the TA should exclude these items as they are not committed at this stage.</p>	

Item:	Action:
<p>5.2 Stantec identified TRICS data would be used to inform vehicle trip generation. CCC confirmed expectations of TRICS site selection to exclude Greater London sites.</p> <p>5.3 Stantec agreed to update the Pre-App Transport Note with the proposed vehicle trip generation, ahead of CCC’s review, which was noted.</p> <p>5.4 CCC recommended assessment years were considered of “year of opening”, anticipated to be 2028, and “5 years post opening”, thus 2033.</p> <p>5.5 Stantec identified a number of committed development schemes that are under consideration. CCC to confirm committed development schemes expected to be accounted for upon receipt of the updated Pre-App Transport Note.</p> <p>5.6 CCC noted that CCC’s TA Guidance should be used for the preparation of a TA. CCC also noted that a service is available for review of a TA ahead of submission of an outline planning application.</p>	<p>Stantec to update the Pre-App Transport Note with vehicle trip generation.</p> <p>Stantec to confirm this within the Pre-App Transport Note.</p> <p>CCC to confirm committed development schemes in liaison with HDC.</p>
<p>6 Traffic Surveys</p> <p>6.1 Stantec shared the proposed study area for traffic surveys referred to within the Pre-App Transport Note.</p> <p>6.2 CCC recommended additional counts were undertaken at the A141 / B1514 junctions, and Views Common Road / Hinchingbrooke Park Road.</p> <p>6.3 CCC noted that traffic survey licenses are required to be obtained prior to a traffic survey company completing surveys.</p> <p>6.4 CCC requested clarity on timings of the surveys to ensure no roadworks are ongoing at the time of the surveys.</p>	<p>Stantec to arrange for traffic survey licenses to be obtained.</p> <p>Stantec to confirm exact scope and timings of surveys for CCC to approve.</p>
<p>7 Next Steps</p> <p>7.1 Stantec to review Access Design with reference to comments provided.</p> <p>7.2 Pre-App Transport Note to be updated by Stantec.</p> <p>7.3 Traffic surveys to be arranged by Stantec and timings and scope agreed by CCC.</p> <p>7.4 CCC to respond to Pre-App Transport Note upon receipt and review.</p>	

Job Name: Land at Hinchingsbrooke
Job No: 332611944
Note No: Transport Technical Note 01 - Rev A
Date: 26th February 2025
Prepared By: M Balding / K State
Reviewed By: J Williams
Subject: Land at Hinchingsbrooke – Pre-app Technical Note – Transport

1. Introduction

- 1.1. Stantec UK Ltd (Stantec) has been appointed by Newlands Developments Ltd (Newlands) to provide transport planning advice to support a planning application at 'Land at Hinchingsbrooke' as part of pre-application discussions with Huntingdonshire District Council (HDC).
- 1.2. The proposals will be forthcoming through an outline planning application for B2 / B8 with all matters reserved except for access. The proposals comprise up to 2.2m sqft² of Commercial B2/B8 Units on Land to the East of Huntingdon Racecourse known as 'Hinchingsbrooke Logistics Park'. The A1307 forms the north-eastern boundary of the site, and the A141 its south-eastern boundary.
- 1.3. The Note covers the following topics:
 - Site Review of Baseline Conditions and Opportunities
 - Local Transport Context in Huntingdonshire
 - Development Proposals, including potential Active Travel and Public Transport measures
 - Transport Assessment Methodology
 - Travel Planning
 - Trip Generation
 - Trip Distribution and Assignment

2. Site Review of Baseline Conditions and Opportunities

Existing Pedestrian, Cycle, and Public Transport Opportunities

- 2.1. This Section reviews the existing pedestrian, cycle, and public transport facilities within the vicinity of the site. This Section should be read in conjunction with the Sustainable Accessibility Plan provided within **Appendix A**.
- 2.2. The site is located in a sustainable location close to Hinchingsbrooke, Huntingdon, and Brampton that would support access to jobs from residential areas via sustainable modes of transport.

Pedestrian and Cycle Facilities

- 2.3. The pedestrian and cycle infrastructure provision in the vicinity of the site is as follows:
 - in the areas to the east of the A141, there are high quality segregated footway / cycle tracks on Flamstead Drive, Parkway, and Hinchingsbrooke Park Road. These connect to the onward footway / cycleway network linking to Huntingdon and Brampton – all within 3 miles of the site;

Automatic Traffic Counts

- ATC A – between Ermine Street and Washingley Road
- ATC B – as close to 160 metres north-east of proposed access
- ATC C – as close to 160 metres south-west of the proposed access

Radar Speed Surveys

- Same approx. locations as ATC B and ATC C.

Existing Data Sources

5.6. Following an email from CCC dated 21st January 2025, and confirmation at a meeting on Friday 24th January 2025, CCC stated there are numerous traffic count datasets available for use in the vicinity of the Proposed Site. Therefore, the following junctions will also be assessed and will use CaPCAM data from 2023, purchased from CCC:

- 8 – A141 Spittals Interchange
- 9 – Ermine Street / A141 / B1044 Stukeley Road Roundabout
- 10 – A141 / Latham Road / Washingley Road Roundabout
- 11 – A141 / Kings Ripton Road Signalised T-Junction
- 12 – A141 / B1514 / Huntingdon Road (Hartford) Roundabout
- 13 – A1307 Views Common Road / Hinchingsbrooke Park Road Signalised Crossroads
- 14 – Hinchingsbrooke Park Road / B1514 Brampton Road Priority Junction

Spittals Interchange Sensitivity Test

5.7. Further to the above junctions which will be assessed using Junctions 10 or LinSig, the traffic impact of the proposed site access and the A141 / A1307 Spittals Roundabout is to also be assessed using Paramics Discovery micro-simulation model to understand the interactions between these two junctions. Atkins have developed this model on behalf of CCC and it is readily available for use.

7. **Vehicle Trip Distribution and Assignment**

7.1. An initial trip distribution exercise has been undertaken with reference to Journey to Work data derived from the 2011 Census. This considered where people travel from to work in the MSOAs Huntingdonshire 008 (Huntingdon Sapley & Oxmoor) and 012 (Huntingdon Central & West), shown in **Table 8.1**.

Table 8.1 – Distribution of trips from Huntingdonshire 008 (Huntingdon Sapley & Oxmoor) and 012 (Huntingdon Central & West)

Destination		% of Trips*
		<small>*Minor Rounding Errors</small>
Huntingdonshire	Yaxley & Farcet	1.1%
	Stilton, Elton & Folksworth	0.8%
	Ramsey	2.8%
	Sawtry & Gidding	2.8%
	Warboys & Bury	2.9%
	Somersham, Riptons & Raveleys	3.1%
	Bluntisham, Earith & Needingworth	1.5%
	Huntingdon Sapley & Oxmoor	9.9%
	Huntingdon Hartford	5.7%
	Brampton, the Stukeleys and the Alconburys	4.9%
	St Ives North	3.8%
	Huntingdon Central & West	10.7%
	St Ives South	1.9%
	Godmanchester	4.7%
	Kimbolton, Great Staughton & Molesworth	1.6%
	Houghton, Hemingford & Fenstanton	2.9%
	Buckden & Perry	2.4%
	Little Paxton, Love's Farm & Great Gransden	1.7%
	St Neots Priory Park	1.1%
	St Neots Eaton Ford	1.3%
St Neots Eynesbury	1.7%	
St Neots Eaton Socon	1.0%	
Total Huntingdonshire	70.6%	
East of England	Bedford	1.3%
	Cambridge	1.3%
	Central Bedfordshire	1.0%
	East Cambridgeshire	1.6%
	Fenland	4.9%
	King's Lynn and West Norfolk	0.5%
	Peterborough	5.3%
	South Cambridgeshire	4.6%
	Other East of England	2.0%
	Total East of England	22.4%
Rest of UK	7.0%	
TOTAL	100%	

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7.2. The vehicle trips have been assigned around the local highway network using routes that were derived by reviewing the peak-hour traffic and suggested travel directions on Google Maps.

Table 8.2 – Light Vehicle (LV) assignment across key roads in the area.

Road Name	LV Assignment	AM Peak (0800-0900)			PM Peak (1700-1800)		
		In	Out	Total	In	Out	Total
A141 (E of Site Access)	68%	213	44	258	45	168	213
A1307 (N)	11%	35	7	42	7	27	35
B1044 (S)	18%	58	12	70	12	46	58
A141 (W of Site Access)	32%	103	21	124	21	81	102
A1 (S)	21%	65	14	79	14	52	65
A14 (W)	7%	22	5	26	5	17	22

7.3. The distribution of heavy vehicle trips has been estimated, in the absence of any information, using professional judgement.

Table 8.3 – Heavy Vehicle (HV) assignment across key roads in the area.

Road Name	HV Assignment	AM Peak (0800-0900)			PM Peak (1700-1800)		
		In	Out	Total	In	Out	Total
A141 (E of Site Access)	20%	8	10	18	9	4	13
A1307 (N)	20%	8	10	18	9	4	13
B1044 (S)	-	-	-	-	-	-	-
A141 (W of Site Access)	80%	32	42	73	38	15	53
A1 (S)	40%	16	21	37	19	7	26
A14 (W)	40%	16	21	37	19	7	26

7.4. The vehicle trip generation has also been assigned to each of the junctions in the study area, with the light vehicle, heavy vehicle and total vehicle assignment shown in Table 8.4, 8.5 and 8.6. Network flow diagrams of this analysis has been shared with CCC within Appendix I.

TECHNICAL NOTE



Table 8.4 – Light Vehicle (LV) assignment across junctions in the study area.

No.	Junction Name	Approach Road	Light Vehicles						
			LV Assignment	AM Peak (0800-0900)			PM Peak (1700-1800)		
				In	Out	Total	In	Out	Total
1	A141 / A14 Slips / Woolley Road Priority Roundabout	A141 (E)	7%	-	5	5	-	17	17
		A14 J21 EB Off Slip	7%	22	-	22	5	-	5
2	A14 Slips / Access Road Priority Roundabout	A141 (N)	7%	-	5	5	-	17	17
3	Brampton Hut Signalised Roundabout	A141 (E)	28%	-	18	18	-	69	69
		A1 (S)	21%	65	-	65	14	-	14
		A141 (W)	7%	22	-	22	5	-	5
4	A141 Slips Northern Priority Roundabout	B1514 (S)	5%	15	-	15	3	-	3
5	B1514 / A141 On-Slip Priority T-Junction	B1514 (S)	5%	15	-	15	3	-	3
6	B1514 / A141 Off-Slip / Thrapston Road Priority Roundabout	A141 J22 WB Off Slip	5%	-	3	3	-	12	12
		B1415 (E)	5%	15	-	15	3	-	3
7	Future A141 Site Access	Site Access	100%		66	66	-	249	249
		A141 (E)	68%	213	-	213	45	-	45
		A141 (W)	32%	103	-	103	21	-	21
8	A141 Spittals Interchange	A141 (E)	57%	179	-	179	37	-	37
		A141 (W)	68%	-	44	44	-	168	168
		A1307 (N)	11%	35	-	35	7	-	7
9	Ermine Street / A141 / B1044 Stukeley Road Roundabout	A141 (E)	38%	121	-	121	25	-	25
		B1044 (S)	18%	58	-	58	12	-	12
		A141 (W)	57%	-	37	37	-	141	141
10	A141 / Latham Road / Washingley Road Roundabout	A141 (N)	38%	-	25	25	-	95	95
		A141 (S)	38%	121	-	121	25	-	25
11	A141 / King Ripton Road Signalised T-Junction Junction	A141 (NW)	28%	-	90	90	-	90	90
		Kings Ripton Road (NE)	6%	19	-	19	19	-	19
		A141 (SE)	22%	71	-	71	71	-	71
12		A141 (N)	9%	30	-	30	6	-	6

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No.	Junction Name	Approach Road	Light Vehicles						
			LV Assignment	AM Peak (0800-0900)			PM Peak (1700-1800)		
				In	Out	Total	In	Out	Total
	A141 / Huntingdon Road / B1514 Roundabout	Huntingdon Road	7%	23	-	23	5	-	5
		B1415	6%	18	-	18	4	-	4
		A141 (W)	22%	-	15	15	-	56	56
13	A1307 / Views Common Road / Hinchingsbrooke Park Road Signalised Crossroads	A1307 Views Common Road (N)	0%	0	0	0	0	0	0
		Hinchingsbrooke Park Road (E)	0%	0	0	0	0	0	0
		A1307 (S)	0%	0	0	0	0	0	0
		Hinchingsbrooke Park Road (W)	0%	0	0	0	0	0	0
14	Hinchingsbrooke Park Road / B1514 Brampton Road Priority Junction	Hinchingsbrooke Park Road	0%	0	0	0	0	0	0
		Brampton Road (E)	0%	0	0	0	0	0	0
		Brampton Road (W)	0%	0	0	0	0	0	0



6. The traffic flow assignments were shown figuratively by light vehicles and heavy vehicles in Appendix I of the approved Transport Scoping Note (26th February 2025), which was also included at Appendix 5.4 of the submitted Transport Assessment. As shown on the trip assignment flow diagram, no vehicles pass through the A1307 View Commons Road / Hinchingsbrooke Park Road junction. This is because:
- There are quicker, less congested, and more direct alternative routes for the light vehicles for staff traveling between the Development and west / central Huntingdon than along the A1307 Corridor. These alternative routes include along the Inner Ring Road, Stukeley Road, and the A141 around the north of Huntingdon (especially with the mitigations proposed by Newlands improving movements through key junctions along the A141);
 - Heavy goods vehicle operators are aware that, in addition to the immediate penalties and fines for violations of weight limits, such as are imposed on Views Common Road, these convictions would impact their operator licence suitability – ultimately preventing them from operating; and
 - The A141- A14 route is a quicker route to the A14 Junction 24 (Cambridge Services) than along the A1307 Corridor. As such, heavy vehicle movements would not typically travel southwards on the A1307 even if there was no weight limit restriction.
7. As the incentives behind individuals' journeys are varied, it is accepted that there may in fact be a minimal number of car trips passing through this junction to and from the Development. For instance, a resident of the Hinchingsbrooke Park Road Estate travelling to the Development by car (instead of using the more convenient active travel connection being provided) or a driver diverting through this junction as part of a linked-journey to drop children off at the School or other passengers at a place of work - before continuing to the Development. If such journeys exist, the number of these journeys would be small, and are not 'new' to this junction (for example anyone coming from Hinchingsbrooke likely already travels to a different place of work through the Views Common Road / Hinchingsbrooke Park Road junction). Accordingly, the trip assignment of zero is robust in transport modelling terms for this junction.
8. Nonetheless, the number of trips passing through this junction clearly does not meet CCC's assessment threshold of 30 or more two-way development generated vehicle movements in any peak hour (as stated by Mr Connolly of CCC during the DMC). This threshold is set out in recent CCC guidance (*Transport Assessment Requirements, January 2024*) and also aligns with adopted National Highways guidance in its *Protocol for Dealing with Planning Applications (August 2010)*, which assumes the impact of a trip generation of 1 additional vehicle every two minutes is imperceptible and well within the daily variation of traffic flows. As a result, CCC has not sought a detailed junction capacity assessment here as part of the main Transport Assessment.

To summarise, the Views Common Road / Hinchingsbrooke Park Road crossroads was duly considered as part of the transport assessment process. The reason it did not proceed to the detailed transport model is due to the lack of trips linked to the Development that would travel through it. The methodology and procedure underpinning this aligns entirely with adopted guidance, was not and is not disputed by the Local Highways Authority or National Highways either at the EIA Scoping or planning application stage.

To be abundantly clear, because there are no vehicles routing through this part of the network from the Development, any further detailed modelling of this junction in isolation (or indeed a full re-run of the Transport Assessment model with this junction incorporated) would be a wholly futile exercise. It would only serve to highlight the known existing traffic issues, whilst demonstrating that the Proposed Development would not exacerbate them. In accordance with CIL regulations, Newlands is only able to deliver (or contribute towards) mitigation directly related to the impact of the Proposed Development, rather than fix existing problems on the network (no matter how close). Accordingly, no developer contributions to this part of the network have been requested by the Local Highways Authority nor the Local Planning Authority (though substantial works have been requested and duly committed to by Newlands to mitigate predicted impacts of the Proposed Development on other parts of the network).

Notwithstanding these conclusions, the Applicant acknowledges the existing traffic issues at this junction and is sympathetic to the concerns and frustrations of nearby residents. It is

My ref: JT/Hinchingsbrooke
Your ref: -
Date: 20th March 2026
Contact: Jez Tuttle
Telephone: -
E Mail: jez.tuttle@cambridgeshire.gov.uk



Place & Sustainability

John Greenhalgh
Chair of Hinchingsbrooke residents Association

Jez Tuttle
Transport Assessment Manager
Planning, Growth & Environment
New Shire Hall, Emery Crescent
Enterprise Campus, Alconbury Weald
Huntingdon
PE28 4YE

(by E-mail)

Concern Regarding Cumulative Development Impacts on Hinchingsbrooke Park Road

Dear Mr Greenhalgh

I am writing in response to an email and attached letter sent by you on Monday 9th March expressing your concerns over the cumulative impacts of a large development at Hinchingsbrooke Logistics Park, on the County Councils Road Network and in particularly Hinchingsbrooke Park Road.

Your E-mail contains a number of questions which are addressed below:

HGV Traffic from the development

HGV traffic from the proposed Hinchingsbrooke Park development will be utilising the Strategic Road network, as is the case for comparable sites in the County. The access to the site is directly onto the A141 (formerly the A14) and as such has good connections to A14 to the west A1(M). HGV vehicles associated with the development would therefore have no reason to use Hinchingsbrooke Park Road and indeed it would be counter-intuitive for them to do so given the nature of this road.

Existing congestion on Hinchingsbrooke Park Road

Under the terms of current planning Guidance (National Planning Policy framework) and Local Planning Policies, it is not appropriate to require developers to 'fix' existing congestion issues where development traffic will not be impacting on a particular road or highways network.

The Transport Assessment Team have not had sight of any data concerning delays to Emergency vehicles on Hinchingsbrooke Park Road. This matter is not one which has been looked at in detail as part of the planning application for Hinchingsbrooke Logistics Park as the development traffic will not be routing through this area.

Enforcement Measures on Hinchingsbrooke Park Road

For the reasons outlined in the previous two responses, there would be no cause to require any form of monitoring on Hinchingsbrooke Park Road as part of this development proposal. Any existing issues, particularly road safety issues can be highlighted to the County Council, through their website or through written correspondence to our enquiries team. This will then be passed to the appropriate service for a response.

Congestion evidence

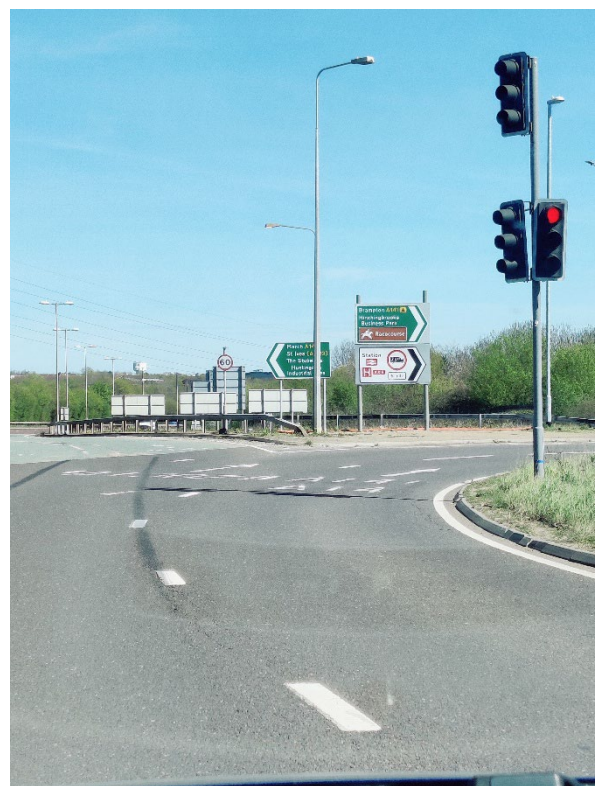
It is acknowledged that Hinchingsbrooke Park Road does suffer from congestion during peak hours. Whether this is 'acceptable' would depend the baseline for acceptable congestion on similar roads and is not a question that can be answered without a wholesale study of congestion levels in the country and a comparison of similar routes. At present we do not have such a study and therefore cannot draw any conclusions on this matter.

APPENDIX 8 – Weight Limit Sign Photographs

Inbound to Newlands Development site (A1307 Godmanchester)



Outbound from Newlands Development site (Spital's Roundabout)



Outbound from Newlands Development site (A1307 / VCR)



APPENDIX 9 - Policy Reasons For Rejection, and their relation to the Local Plan

The application conflicts with multiple policies in Huntingdonshire's Local Plan to 2036, fails to meet the standards set out in the Council's Design Guide SPD, and does not align with the sustainability and infrastructure principles shaping the emerging Local Plan to 2046. The evidence below demonstrates clear and significant grounds for refusal.

1. Conflict with Local Plan Policies on Residential Amenity and Character

Relevant Policies: LP11, LP12, LP13, LP14 (Design, Amenity, Character)

The Local Plan requires development to protect residential amenity, respect local character, and avoid harmful impacts on existing communities.

The application fails to comply because:

It introduces a density and massing inconsistent with the surrounding residential pattern (contrary to LP11 and LP12).

It causes loss of privacy, overshadowing, and noise impacts that breach amenity protections under LP14. It does not follow the Huntingdonshire Design Guide SPD (2017), which requires development to integrate with local townscape, protect green edges, and maintain spacing standards.

Evidence:

The Local Plan states that development must "respond positively to its context" and avoid "unacceptable adverse impacts on residential amenity." Huntingdon

2. Highway Safety Failures – Non-Compliance with LP17 and NPPF

Relevant Policy: LP17 (Transport)

LP17 requires safe access, adequate capacity, and protection of pedestrian and cycle routes.

The application does not meet these requirements:

- Traffic volumes on nearby routes already exceed safe operational capacity.
- Visibility splays do not meet Manual for Streets standards.
- No safe pedestrian crossing or cycle infrastructure is provided.
- No compliant Transport Assessment or Road Safety Audit accompanies the application.

Evidence:

The Local Plan requires development to "ensure safe and suitable access for all users" and to avoid "severe residual cumulative impacts on the transport network." Huntingdon

3. Health, Wellbeing, and Environmental Harm – Conflicts with LP2, LP3, LP32, LP33

Relevant Policies:

- LP2 – Strategy for sustainable communities
- LP3 – Green infrastructure
- LP32 – Biodiversity and geodiversity
- LP33 – Trees, woodland, and hedgerows

The application fails to comply because:

- It removes or fragments green infrastructure corridors protected under LP3.
- It does not demonstrate biodiversity net gain, now required under the Environment Act 2021.
- It increases air pollution and noise in an area already experiencing environmental pressure.
- It does not include a Health Impact Assessment, despite clear triggers.

Evidence:

The Local Plan emphasises the need to “protect and enhance green infrastructure” and ensure development “contributes positively to health and wellbeing.” Huntingdon’s

4. Infrastructure Capacity and Community Impact – Conflicts with LP4, LP5, LP23

Relevant Policies:

- LP4 – Community services and facilities
- LP5 – Flood risk
- LP23 – Local services and community facilities

The application fails because:

- Local GP surgeries, schools, and transport networks are already operating at or above capacity.
- No evidence is provided that the development can be supported by existing infrastructure.
- No Sustainable Drainage System (SuDS) strategy is included, despite known surface water risks in the district.

Evidence:

The Local Plan requires development to “ensure that adequate infrastructure is available to support growth” and to avoid increasing flood risk. Huntingdon

5. Non-Compliance with the Huntingdonshire Design Guide SPD (2017)

The Design Guide SPD requires:

- Respect for local character
- High-quality design
- Protection of landscape setting
- Integration of green space
- Safe movement networks

The application fails on all counts, particularly in:

- Layout and massing
- Lack of green buffers
- Poor pedestrian connectivity
- Insufficient landscape integration

Evidence:

The SPD is a material consideration and forms part of the planning policy framework. Huntingdon

6. Inconsistency with the Emerging Local Plan to 2046

Although still in development, the emerging Local Plan emphasises:

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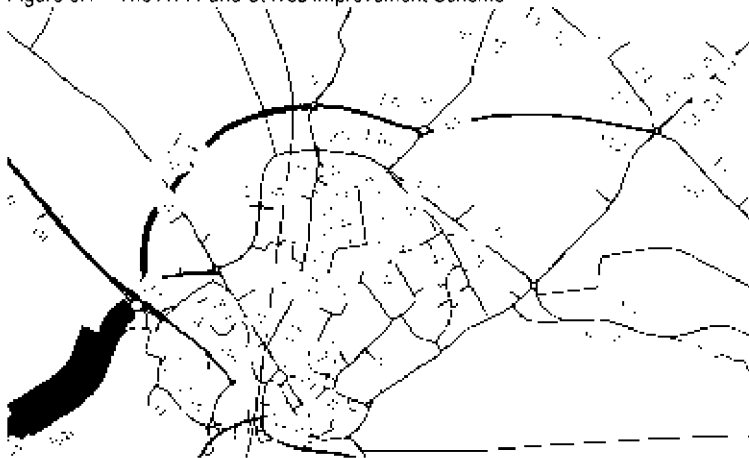
- 5.10. The vehicle trip assessment process was paralleled in the Core Manual Assessment. Independently, and as part of the detailed Transport Scoping exercise undertaken with CCC, Stantec had reviewed person trip data from a wide range of sources to ensure the suitability and compatibility of the proposed vehicle trip generation rate in the Hinchingsbrooke Logistics Park Transport Assessment. These trip rates were applied to the total land uses emerging from the detailed masterplan assessment work – which with the benefit of this work, resulted in more realistic (lower) development assumptions to those applied within the CaPCAM. The peak hour vehicle flows agreed with CCC are also summarised in Table 5.1, enabling comparison with the CaPCAM vehicle trip generations.

Table 5.1 Comparison of Hinchingsbrooke Logistics Park AM and PM Peak Hour All Vehicle Trip Generation – CaPCAM – Manual Assessment

Vehicle Trip Generation	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Manual Assessment - Total Trip Generation (Total 205,000m ² - 143,500m ² B8 and 61,500m ² B2)						
Total	296	118	414	194	300	494
CaPCAM Assessment - Total Trip Generation (Total 239,269m ² - 174,014m ² B8 and 65,255m ² B2)						
Total	1,174	452	1,626	453	816	1,269

- 5.11. The CaPCAM is appraising a higher vehicle trip generation from the Hinchingsbrooke Logistics Park than that agreed and reported in the Core Manual Assessment, highlighting the CaPCAM is providing an overly robust assessment.
- 5.12. There are several network differences between the 2033 Core Manual Assessment of the Proposed Development, and the later 2041 strategic CaPCAM Model which would affect the assignment of the future year trips.
- 5.13. First, reflecting the later strategic view scenario of 2041, the CaPCAM has included the A141 and St Ives Improvements Scheme proposals around the northern edge of Huntingdon – shown in Figure 5.1 below. This scheme is unlikely to come forward before 2031 at the earliest, so as agreed with CCC is not assessed within the Core Manual Assessment. Notwithstanding, this would create assignment differences on the existing A141 between the two models.

Figure 5.1 – The A141 and St Ives Improvement Scheme



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- 5.14. Reflecting the more simplistic modelling of the area-wide CaPCAM Model, intended to understand and advise the strategic transport impacts of the forthcoming Local Plan, the vehicle trips from the Hinchingsbrooke Logistics Park are shown in the CaPCAM as being loaded onto the A141 using the existing highway network – with two left in–left out junctions opposite each other – the existing one serving the Hinchingsbrooke Business Park to the south-east of the A141, and a new one serving the Hinchingsbrooke Logistics Park to the north-west. This is shown in Figure 5.2 in the following extract from the CaPCAM:

Figure 5.2 – Local area network in the CaPCAM Model



- 5.15. Responding to initial comments from CCC during the early days of the Transport scoping exercise, regarding the increased impact of development trips at the two adjacent A141 junctions due to turning movements, Newlands agreed to enhance the two existing and proposed left in – left out junction / and site access, to provide an all-movement Site Access roundabout junction. It is clear from the initial output from the CaPCAM that this approach was correct, as the proposed Site Access arrangement would reduce impact on these two junctions from both the existing Hinchingsbrooke Business Park, as well as from the Proposed Development.
- 5.16. The CaPCAM Visum Model information included in **Appendix D** includes the AM and PM peak hour assignment of the Hinchingsbrooke Logistics Park generated vehicular trips across the local area network.
- 5.17. The Hinchingsbrooke Logistics Park Transport Assessment (TA) summarises the vehicle trip assignment contained within Appendix 5.4 of that document.
- 5.18. The inbound and outbound trips presented by CaPCAM are compared to the Core Manual Assessment flows between Brampton Hut Interchange and Spittals Interchange. The flows, and the percentage of the AM and PM total trip generation, are summarised in Tables 5.2 and 5.3 respectively, with the detail contained in **Appendix E**.
- 5.19. As set out above, the CaPCAM model network includes the proposed A141 Outer Ring Road. As the delivery of this is uncertain before the Manual Assessment Base Year of 2033, it was not included within the Manual Assessment assignment. As such, the percentage of trips for the A141 (E) Outer Ring Road and the A141 (E) towards Ermine Street have been combined.

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Table 5.2 Hinchingsbrooke Logistics Park AM Peak Hour All Vehicle Trip Generation – CaPCAM – Core Manual Assessment

		Core Manual Assessment					CaPCAM				
Link (Road Name)		AM Peak Outbound		AM Peak Inbound		AM Peak Two Way	AM Peak Outbound		AM Peak Inbound		AM Peak Two Way
		Total Dev	% of Flow	Total Dev	% of Flow	Two Way %	Total Dev	% of Flow	Total Dev	% of Flow	Two Way %
Spittals Inter-change	A1307 (N)	18	15%	36	12%	14%	86	19%	60	5%	12%
	A141 (E) Future Outer Ring Road	37	32%	145	49%	41%	172	39%	280	23%	31%
	A141 (E) Towards Ermine Street Roundabout										
	A1307 (S)	0	0%	0	0%	0%	11	2%	27	2%	2%
Hinchingsbrooke Business Park		0	0%	0	0%	0%	9	2%	11	1%	2%
Thrapston Road (S)		3	3%	12	4%	4%	7	2%	155	13%	8%
Brampton Hut (E)		60	51%	102	35%	43%	157	35%	663	55%	45%
Thrapston Road (W)		0	0%	0	0%	0%	4	1%	9	1%	1%
TOTAL FLOW		118		296			446		1,205		

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Table 5.3 Hinchingbrooke Logistics Park PM Peak Hour All Vehicle Trip Generation – CaPCAM – Manual Assessment

Link (Road Name)		Manual Assessment					CaPCAM				
		PM Peak Outbound		PM Peak Inbound		PM Peak Two Way	PM Peak Outbound		PM Peak Inbound		PM Peak Two Way
		Total Dev	% of Flow	Total Dev	% of Flow	Two Way %	Total Dev	% of Flow	Total Dev	% of Flow	Two Way %
Spittals Inter-change	A1307 (N)	35	12%	26	13%	13%	232	27%	19	4%	16%
	A141 (E) Future Outer Ring Road	159	53%	83	43%	48%	289	34%	94	20%	27%
	A141 (E) Towards Ermine Street Roundabout										
	A1307 (S)	0	0%	0	0%	0%	63	7%	1	0%	4%
Hinchingbrooke Business Park		0	0%	0	0%	0%	8	1%	3	1%	1%
Thrapston Road (S)		14	5%	7	4%	5%	17	2%	40	9%	6%
Brampton Hut (E)		93	31%	78	40%	36%	229	27%	301	65%	46%
Thrapston Road (W)		0	0%	0	0%	0%	7	1%	3	1%	1%
TOTAL FLOW		300		194			845		461		

5.20. The CaPCAM Model assigns a higher percentage of trips to the west, towards Brampton Hut Interchange - whereas the agreed Core Manual Assessment assumed a higher percentage assigning towards Huntingdon and around the A141. The detailed junction capacity assessment work reported in the TA identified that the Huntingdon area and A141 was predicted to be more congested than the route towards the west – to Brampton Hut. As such, the Core Manual Assessment considers the worse-case scenario in terms of impact of the Proposed Development.

5.21. To aid an understanding of the impact of the CaPCAM vehicle assignment, the development generated vehicle trips reported in the agreed Core Manual Assessment are reassigned using the CaPCAM distribution and assignment percentages, and are reported in Table 5.4.

15 April 2026

Formal Objection

Cllr David Shaw

Ward - Brampton & Hinchingsbrooke

I once again register my **formal objection** to this planning application. Having reviewed the application in great detail, there are clear and demonstrable harms that justify refusal of the Newlands proposal in the planning balance, which I will outline below.

Traffic

The traffic assessment is fundamentally flawed in its assumption that zero traffic will turn off from or onto the 1307 southbound to Spittals roundabout. This has been evidenced in a separate representation.

I begrudgingly acknowledge the Local Highways authority's opinion, as the statutory consultee and concentrate on highlighting the planning balance in this representation, leaving the significant highways impact out of the equation.

I wished to demonstrate to committee members the considerations that have led to my own formal objection, to aid their own judgement:

Development Positives (Pro's)

Jobs

- 2,400–3,300 direct jobs plus 7,000 construction jobs.
- Local recruitment and apprenticeships supported (not secured via S106)

Local Economy Benefits

- Approx. £9.8m annual business rates revenue.
- Supports logistics and strengthens Huntingdonshire's economic base.

Biodiversity Net Gain

- Targeting 15% biodiversity net gain.
- Includes habitat creation, SuDS, tree planting, and ecological corridors.

Sustainable Design

- Aiming for EPC A, incorporating solar PV, low-carbon materials, and efficient drainage.
- Demonstrates commitment to sustainable construction.

Strategic Location

- Adjacent to A1(M) and A14.

Development Negatives (Cons)

24/7 Noise & Air Pollution

- Continuous HGV movements and operational noise.
- Significant PM2.5 emissions from **19,648 vehicle movements per day**.

Visual & Landscape Harm

- Significant adverse effects on landscape character.
- 18–24 metre Warehouses will dominate views from Hinchingsbrooke and surrounding receptors

Heritage Harm

- Adverse impact on the setting of designated heritage assets.
- Harm remains unresolved and unmitigated.

Amenity Impact on Residents

- Increased pedestrian and cycle movements through Cromwell Drive and Flamsteed Drive, affecting privacy and tranquillity.
- 24-hour operation, 365 days a year, generating continuous noise & light

Overdevelopment & Scale

- Thirteen large-scale warehouses, incompatible with the surrounding residential and landscape context
- The height and massing are excessive and out of character

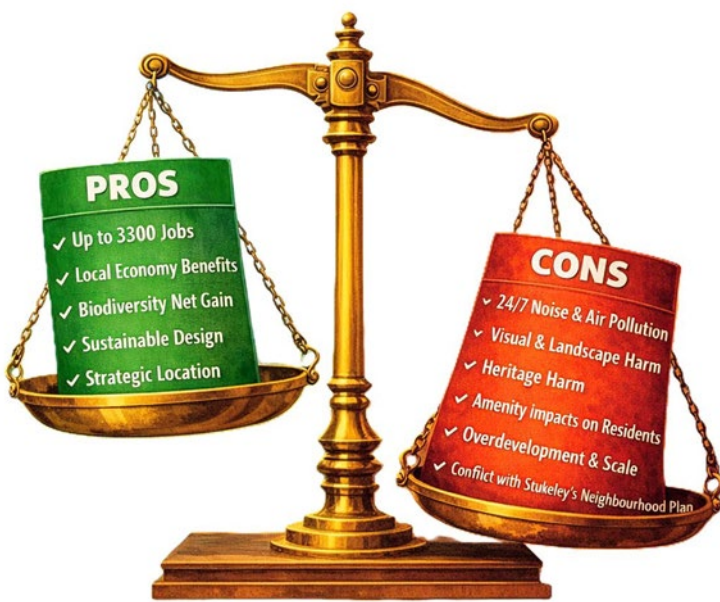
Conflict with The Stukeley's Neighbourhood Plan

- Scale, character, and land-use conflict with adopted community led spatial strategy approved by HDC.

Summary

This consolidated evidence shows that while the proposal should deliver economic and design benefits, the scale, severity, and persistence of these harms particularly in relation to landscape, heritage, amenity, and neighbourhood plan conflict outweigh these.

These harms clearly outweigh the benefits and **provide a robust grounds for refusal** in line with the Local Plan and the NPPF.



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