

A meeting of the **DEVELOPMENT MANAGEMENT COMMITTEE** will be held in **THE CIVIC SUITE (LANCASTER/STIRLING ROOMS), PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON, PE29 3TN** on **MONDAY, 23 MARCH 2026** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

## **AGENDA**

**PLEASE NOTE THE ORDER OF THE AGENDA MAY CHANGE**

### **APOLOGIES AND SUBSTITUTIONS**

#### **1. MEMBERS' INTERESTS**

To receive from Members declarations as to disclosable pecuniary, other registerable and non-registerable interests in relation to any Agenda item. See Notes below.

#### **2. APPLICATIONS REQUIRING REFERENCE TO DEVELOPMENT MANAGEMENT COMMITTEE**

To consider reports by the Planning Service Manager (Development Management).

##### **(a) The Stukeleys - 01922/OUT (Pages 5 - 86)**

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.

##### **(b) Farcet - 25/00892/OUT (Pages 87 - 132)**

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

**(c) Sibson cum Stibbington - 25/00017/FUL (Pages 133 - 150)**

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

**LATE REPRESENTATIONS**

11 day of March 2026

***Michelle Sacks***

Chief Executive and Head of Paid Service

**Disclosable Pecuniary Interests and other Registrable and Non-Registrable Interests**

Further information on [Disclosable Pecuniary Interests and other Registrable and Non-Registrable Interests is available in the Council's Constitution](#)

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**Please contact Anthony Roberts, Democratic Services, Tel: 01480 388015 / email [Anthony.Roberts@huntingdonshire.gov.uk](mailto:Anthony.Roberts@huntingdonshire.gov.uk) if you have a general query on any Agenda Item, wish to tender your apologies for absence from the meeting, or would like information on any decision taken by the Committee.**

Specific enquiries with regard to items on the Agenda should be directed towards the Contact Officer.

Members of the public are welcome to attend this meeting as observers except during consideration of confidential or exempt items of business.

Agenda and enclosures can be viewed on the [District Council's website](#).

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## DEVELOPMENT MANAGEMENT COMMITTEE

**23<sup>rd</sup> MARCH 2026**

**Case No:** 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

**Applicant:** Newlands Property Developments (Huntingdon) Ltd

**Grid Ref:** 521676 272795

**Date of Registration:** 3<sup>rd</sup> OCTOBER 2025

**Parishes:** THE STUKELEYS (within which the majority of the site falls)  
HUNTINGDON (relating solely to the proposed new access on the A141)

**Adjacent Parish:** BRAMPTON (on the opposite side of the Alconbury Brook)

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**POWERS DELEGATED to the Head of Planning, Infrastructure & Public Protection to APPROVE subject to:**

- (i) The conditions listed below;**
- (ii) Completion of a Section 106 agreement; and**
- (iii) Receipt of a Natural England Impact Assessment and Conservation Payment Certificate (“IACPC”) in respect of a District Level new licence**

**OR**

**REFUSE in the event that the obligation referred to above has not been completed and the Applicant is unwilling to agree to an extended period for determination, or on the grounds that the Applicant is unwilling to complete the obligation necessary to make the development acceptable.**

**This application is referred to the Development Management Committee (DMC) because:**

- **Cllr Shaw has called in the application given objections in respect of visual impact/building heights, noise and traffic**
- **The recommended Section 106 agreement exceeds £100,000 in value.**

## **1. DESCRIPTION OF SITE AND APPLICATION**

### Site and Surroundings

- 1.1 This is an outline planning application, with all matters reserved except access, for a substantial industrial and logistics development on a 126-hectare site north-west of Huntingdon.
- 1.2 The land is predominantly in agricultural use, including a farmstead at Brookfield Farm with its storage buildings and small cluster of dwellings. Of the agricultural land, 58% is Grade 3a and 36% is Grade 3b, with the balancing comprising hard standings, access roads, hedgerows etc.
- 1.3 To the north-east is the A1307 dual carriageway, beyond which there is an implemented planning permission for a mixed-use development of up to 1,000 dwellings, primary school, retail and community floorspace (18/01918/OUT) and other uses. An existing overbridge crosses the A1307 linking the two sites.
- 1.4 To the south-east and south are three distinct areas:
  - 1.4.1 Hinchingsbrooke Business Park, with its wide range of employment, leisure and other commercial uses, accessed via the A141;
  - 1.4.2 Approximately 800 homes at Hinchingsbrooke (accessed solely and exclusively via Hinchingsbrooke Park Road), which are set back from the A141 by an existing mature belt of trees and shrubs;
  - 1.4.3 Hinchingsbrooke Country Park, approximately 60 hectares of public open space comprising a visitor centre, open grassland, mature woodland and lakes. The Country Park is managed by the District Council and a programme of improvements works, including a new visitor centre, was recently granted planning permission (25/00577/FUL). One of the Country Park's footpaths runs alongside the Alconbury Brook and under the A141 to the application site. The Country Park is also accessed primarily via Hinchingsbrooke Park Road.
- 1.5 To the south-west is Huntingdon Racecourse, a hotel, and a rugby club.
- 1.6 To the north-west is mostly farmland, but with a cluster of dwellings at Waterloo Farm. Waterloo Farmhouse itself is Grade II listed.
- 1.7 Public rights of way run along the southern boundary, cross the site east-west, and from the A1307 overbridge in the north skirting the site towards the racecourse to the south.

### Proposed development

- 1.8 The proposal is for up to 205,000 sqm of floorspace for storage, distribution, and

general industrial uses, together with ancillary offices, a bus depot (or similar transport-related use), landscaping, drainage and infrastructure improvements. Up to 30% of the floorspace is proposed for Use Class B2 (general industrial) use, with the majority falling within Use Class B8 (storage and distribution).

- 1.9 A new roundabout on the A141 would replace the existing left-in, left-out to Hinchingsbrooke Business Park and would provide access to both the existing business park and the proposed development. Detailed approval for the means of access is sought at this stage, which would include realigning the A141 dual carriageway to the south of the roundabout gradually moving it slightly further away from the existing housing at Hinchingsbrooke. A new footway/cycleway underpass is proposed below the A141, linking the development to Flamsted Drive and including the re-provision of the Flamsted Drive play area.
- 1.10 Over 50% of the site would be dedicated to green and blue infrastructure, with significant tree planting, biodiversity enhancements, and sustainable drainage systems.
- 1.11 The application is accompanied by an Environmental Statement addressing potential impacts and mitigation measures.
- 1.12 The applicant's Planning Statement outlines substantial anticipated benefits, including:
  - 1.12.1 The creation of 2,371–3,287 direct jobs and up to 1,109 indirect jobs;
  - 1.12.2 An economic contribution estimated at £212–£476 million in annual Gross Value Added;
  - 1.12.3 A £229 million investment in the scheme's construction;
- 1.13 The application is accompanied by an extensive Environmental Statement addressing potential impacts and mitigation measures, and includes the following documents:
  - Agriculture and Soil Resource Assessment\*
  - Air Quality Assessment\*
  - Arboricultural Assessment\*
  - Archaeological Evaluation Report
  - Biodiversity Net Gain Report\*
  - Climate Change Assessment\* (including climate change projections and carbon calculations)
  - Construction Environmental Management Plan (Framework)
  - Design and Access Statement
  - Design Code
  - Drainage Strategy (Outline)
  - Ecological reports (including a Preliminary Ecological Appraisal and specific reports on bats, birds, invertebrates, great crested newts, reptiles) and an Ecology Assessment\*
  - Employment Land Needs and Economic Benefits Assessment
  - Environmental Colour Assessment
  - Flood Risk Assessment\*
  - Foul Water Drainage Strategy\*

- Geoenvironmental Desk Study Report
- Geophysical Survey Report
- Habitat Regulations Assessment\*
- Health Impact Assessment
- Heritage and Archaeology Assessment\*
- Landscape and Visual Impact Assessment\*
- Lighting Impact Assessment\*
- Noise and Vibration Assessment\*
- Planning Statement
- Road Safety Audit (Stage 1)
- Site Waste Management Plan\*
- Social Value Framework (Construction Phase)
- Socioeconomic Assessment\*
- Statement of Community Involvement
- Sustainability Strategy (Framework)
- Transport Assessment\*
- Travel Plan (Framework)
- Utilities Statement
- Waste and Minerals Assessment\*
- Water Scarcity Feasibility Assessment

\* contained within the applicant's 4,000 page Environmental Statement

- 1.14 The scope and methodologies of the Environmental Statement were subject to technical consultation and formal scoping prior to submission (reference 25/70019/SCOP).
- 1.15 Amendments and additional information have been received during the consideration of this application, which have been consulted upon accordingly.
- 1.16 In response to various public consultation comments, the applicant has agreed to rename the scheme "Newlands Park Huntingdon" rather than marketing it as "Hinchingsbrooke Logistics Park".

## **2. NATIONAL GUIDANCE**

- 2.1 The National Planning Policy Framework (NPPF December 2024) ("the NPPF") sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. NPPF paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'
- 2.2 The NPPF sets out the Government's planning policies for (amongst other things):
  - building a strong, competitive economy;
  - achieving well-designed, beautiful and safe places;
  - conserving and enhancing the natural, built and historic environment
- 2.3 Of particular note is paragraph 87(b) in which Government policy is stated as follows:

“87. Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for: b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation”

2.4 Planning Practice Guidance and the National Design Guide 2021 are also relevant and material considerations.

2.5 Relevant legislation:

- Town and Country Planning Act 1990 (as amended)
- Planning and Compulsory Purchase Act 2004
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Environment Act 2024
- Localism Act 2011
- Wildlife and Countryside Act 1981
- Habitat Regulations 2017
- Town and Country Planning (Environmental Impact Assessment) Regulations 2017

For full details visit the government website [National Guidance](#)

2.6 A revised NPPF was published for consultation in December 2025 which, whilst signalling the Government’s planning policy direction of travel, is not currently attributed any weight in the determination of planning applications.

### **3. PLANNING POLICIES**

3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15<sup>th</sup> May 2019)

- LP1: Amount of development
- LP2: Strategy for Development
- LP3: Green Infrastructure
- LP4: Contributing to Infrastructure Delivery
- LP5: Flood Risk
- LP6: Waste Water Management
- LP7: Spatial Planning Areas
- LP10: The Countryside
- LP11: Design Context
- LP12: Design Implementation
- LP14: Amenity
- LP15: Surface Water
- LP16: Sustainable Travel
- LP17: Parking Provision and Vehicle Movement
- LP18: Established Employment Areas

- LP30: Biodiversity and Geodiversity
- LP31: Trees, Woodland, Hedges and Hedgerows
- LP34: Heritage Assets and their Settings
- LP36: Air Quality
- LP37: Ground Contamination and Groundwater Pollution

3.2 The Stukeleys Neighbourhood Plan 2022-2036 (Made 19<sup>th</sup> July 2023)(spatially relating to the majority of the site)

- 1: Definition of 'Built-up Area' (Settlement Boundary)
- 4: Community Engagement
- 5: Community Facilities

3.3 Huntingdon Neighbourhood Plan 2018-2026 (Made 9<sup>th</sup> October 2019)(spatially relating only to the proposed new roundabout access on the A141)

- E1: Opportunities for Employment
- E2: Business Investment
- NE3: Setting of Huntingdon
- BE1: Design and Landscaping
- BE2: Local Distinctiveness and Aesthetics
- BE3: Heritage Assets
- TT1: Sustainable Transport

3.4 Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)

- 5: Minerals Safeguarding Areas

3.5 Supplementary Planning Documents (SPD) and Guidance:

- Huntingdonshire Design Guide Supplementary Planning Document (2017)
- Developer Contributions SPD (2011)
- Huntingdonshire Landscape and Townscape SPD (2022)
- Huntingdonshire Strategic Flood Risk Assessment (2024)
- Cambridgeshire Flood and Water SPD (2017)
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)
- RECAP CCC Waste Management Design Guide (CCC SPD)(2012)
- Technical Advice Note: Environmentally Sustainable Design and Construction (2025)

For full details visit the government website [Local policies](#)

#### Emerging planning policy

3.5 In October 2025 the Council published a Preferred Options consultation on the emerging Local Plan, within which the site is identified as "Draft Allocation North Huntingdon 2" for 103.5 hectares of B2 light industrial and B8 storage and distribution uses with up to 70% of floorspace to be for B8 use.

3.6 Paragraph 49 of the National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant

policies, and their degree of consistency with policies in the [National Planning Policy Framework](#).

- 3.7 5no. objections were received in respect of this draft allocation on matters of both principle and detail. Consequently, at the time of writing, the emerging Local Plan remains at such an early stage in its preparation that little if any weight can be attributed to the Preferred Options document.

#### **4. PLANNING HISTORY**

- 4.1 The site has only a limited planning history:

03/00959/FUL (Unit 1, Brookfield Farm)  
Change of use to office, workshop/store for Ouse Valley Dial-a-Ride  
Approved 29.05.2003

#### **5. CONSULTATIONS**

Two rounds of consultation were undertaken by the Local Planning Authority; the first (October 2025) formed the initial statutory consultation whilst the second (December 2025) followed the submission of amended parameter plans and additional supporting information.

- 5.1 **Huntingdon Town Council**  
Recommends support on the basis of economic development, jobs, skills, accessible landscaped areas, and sustainable travel (Huntingdon Neighbourhood Plan E1, BE1, partially TT1), welcoming the changes to the plans, natural areas including use of native species, SuDS, and the significant number of jobs, and significant investment in skills; however, the development does need mitigation, and so the Town Council's support is subject to a range of recommended mitigation measures (Officer note: these are explored in the relevant sections of this committee report)
- 5.2 **The Stukeleys Parish Council**  
Objects on grounds of flood risk and traffic impacts, than noting that a secondary access should be provided, as the current entrance to and from the development is considered unsuitable. Recommends a comprehensive traffic management plan is conditioned should the application be approved.
- 5.3 **Brampton Parish Council**  
Comments/concerns:
- Questions the need for the development in this location
  - Initially questioned the efficacy of the proposed drainage strategy; had no comment on make on the revised strategy
  - Concerned at potential anti-social behaviour in the proposed A141 underpass, preferring an overbridge instead
  - Seeks confirmation that the proposed new A141 roundabout would not be signalled-controlled, and clarification on whether it would be lit
  - Concerned at the potential for heavy goods vehicles to use Thrapston Road to access the site
  - Adequate onsite car parking has not been demonstrated

- Whilst reassured that construction traffic modelling has been undertaken, concerned that full highway impacts have not been fully modelled and that the scale of the proposed development is likely to result in a detrimental impact on the roads surrounding the village

#### 5.4 Alconbury Parish Council

Recommends refusal, or in the alternative deferral until a full cumulative transport study is completed. Main concerns can be summarised as:

- Severe existing congestion on Hinchingsbrooke Park Road; close proximity to the single access Hinchingsbrooke estate poses risks for emergency response, school travel and hospital access
- Risks to vulnerable road uses (children walking, cycling and travelling by bus) on Hinchingsbrooke Park Road
- High HGV volumes next to residential areas
- The Transport Assessment fails to consider driver rerouting when congestion increases, with foreseeable diversion routes including via Great Stukeley & Little Stukeley, Brampton via Huntingdon Road/Thrapston Road, and Abbots Ripton and rural roads
- Incomplete/unsound transport modelling (based on initial comments made by National Highways)
- No cumulative infrastructure assessment
- Scale and visual impact
- Flood risk and water management
- Prematurity in respect of the emerging North Huntingdon Growth Cluster and policy conflict with Adopted Local Plan
- Loss of high grade agricultural land

#### 5.5 Spaldwick Parish Council

Objects, supporting concerns raised by Hinchingsbrooke Residents Association in respect of Hinchingsbrooke Park Road delays and safety. Concerns in respect of significant HGV and 24/7 operational impacts adjacent to residential areas; failure to assess traffic displacement into surrounding villages; incomplete and unreliable transport modelling; absence of a coordinated, cluster-wide infrastructure assessment

#### 5.6 National Highways

No objection. Is satisfied that the proposed mitigation at the A1 / A141 Brampton Hut junction suitably mitigates the development traffic impacts, and that these works can be secured by condition.

#### 5.7 Local Highway Authority

Detailed discussions have been ongoing in respect of the offsite junctions requiring improvement and the nature of those works. The County Council has confirmed that capacity upgrades would be required to:

- The A141/Ermine Street roundabout
- The A141/Washingley Road roundabout
- The A141/Kings Ripton Road signalised junction

Detailed junction improvement proposals have been submitted and are currently under review. Final comments will be reported on the Update Sheet.

- 5.8 Active Travel England  
No comments received
- 5.9 Cambridgeshire & Peterborough Combined Authority (buses)  
No objection subject to a Bus Strategy being secured by way of Section 106 agreement. Sufficient funding for an appropriate bus service is required for a 5-year period. This would be either a demand-responsive service or a fixed schedule service, funding to be secured for whichever is the more expensive.
- 5.10 Cambridgeshire Police (Roads Policing Unit)  
No objection to amending the A141 speed limit to 50mph between the Ermine Street roundabout to the south of the proposed new access roundabout
- 5.11 Rights of Way Officer  
Initial holding objection sought clarifications; no comments received on those clarifications. Recommends conditions.
- 5.12 Ramblers Association  
Notes that the development would affect a Right of Way (Footpath 230/8) and that provision has been made for this in the plans. Regrets the loss of green space but welcomes the proposal for an underpass connecting this path to another (133/43), allowing walkers to avoid having to cross the busy A141.
- 5.13 British Horse Society  
No comments received
- 5.14 Buckden Highways and Sustainable Transport Group  
Objects to additional traffic generation likely to affect the A1 and A14, noting the congestion and noise/air quality issues already evident on those routes. Recommends deferral until a strategic highways solution (taking into account all potential future growth) is agreed.
- 5.15 Natural England  
No objection, advising the proposed development would not have significant impacts on statutorily protected nature conservation sites or landscapes
- 5.16 HDC Ecology Consultant  
No objection subject to conditions
- 5.17 Wildlife Trust  
No comments received
- 5.18 Environment Agency  
No objections, noting that the proposed onsite foul treatment works would require specific permits and that an abstraction licence may also be required. Supports Anglian Water's comments in respect of potable water supply.
- 5.19 Lead Local Flood Authority

No objection subject to conditions. The submitted documents demonstrate that the surface water from the proposed development could be managed through the use of attenuation ponds and swales.

- 5.20 Alconbury Brook Flood Group  
Following receipt of additional information and amendments, no objection to the proposed surface water drainage strategy; detailed suggestions made in respect of future reserved matters applications. Welcomes revisions to the drainage strategy that increased attenuation capacity and restricted discharge rates. Makes constructive suggestions to alleviate footpath flooding at the existing A141 underpass.
- 5.21 Alconbury and Ellington Internal Drainage Board  
No objections, noting that no development should take place with 9m of a watercourse and that the Board's consent would be required for the discharge of any water to a watercourse within their district.
- 5.22 Anglian Water  
No objection subject to conditions, noting that onsite waste water treatment is proposed. The site is in an area of water stress and therefore a daily restriction of 20m<sup>3</sup> to non-domestic premises is being imposed; recommends a water resources strategy is secured by condition.
- 5.23 Historic England  
Raises concerns. Although the site contains no designated heritage assets, the proposed large commercial buildings would be visually prominent in long views and cause less than substantial harm to the setting of the Grade II\* Church of St Bartholomew, Great Stukeley. Advises this harm must be weighed against public benefits in line with the NPPF, and remind the authority of its statutory duty to give special regard to preserving listed buildings and their settings. Some mitigation may be possible at reserved matters stage, but would entirely remove their concerns.
- 5.24 HDC Conservation Officer  
Identifies less than substantial harm to the setting of three listed buildings which must be weighed in the planning balance.
- 5.25 County Archaeologist  
No objection subject to condition.
- 5.26 HDC Urban Design Officer  
Following revisions (which included height reductions in some parts of the site) and receipt of additional information, no objection subject to conditions
- 5.27 HDC Landscape Consultant  
No objection subject to conditions. Notwithstanding the applicant's proposed landscape mitigation measures, residual moderate adverse landscape and visual effects would remain, for up to Year 15 post-development. Whilst this harm is not sufficient to warrant planning permission being refused on landscape grounds, the residual harm should be weighed in the planning balance.
- 5.28 HDC Tree Officer

Objection. Whilst the site is not located within a Conservation Area and there are no trees protected by TPO's present on site, there are large mature trees that need to be considered. Objects to the removal of one of the 3 grade 'A' trees on the site (a Giant Redwood) and disagrees with the categorisation of some trees attributed by the applicant. Loss of the onsite tree belt alongside the A141 is regrettable.

5.29 HDC Environmental Health Officer  
No objection subject to conditions

5.30 Friends of Hinchingsbrooke Country Park  
General:

- New documents still don't assess impacts on Hinchingsbrooke Country Park (HCP) adequately

Bats:

- HCP hosts several species; development site is valuable foraging habitat
- 2,448 HGVs/day (24/7) would pose risks (collision, noise, barrier effects).
- Conflicts with wildlife legislation
- Requests time-restricted HGV movements at dusk/dawn and more surveys
- Particularly concerned about the potential for vehicles on the A141 striking passing bats

Otters:

- Otters use HCP and Alconbury Brook
- Requests a 10–15m dark, undisturbed riparian buffer and clear maintenance responsibility

Bridleway/Footpath:

- Purpose of proposed route unclear; FHCP did not request a new direct path
- No agreed plan; stakeholder involvement and potential Section 106 agreement needed

Water Management:

- Attenuation increased and runoff rates lowered
- Accepts that, if properly maintained, flood risk to HCP would not increase

Name of Development:

- "Hinchingsbrooke Logistics Park" considered misleading
- Suggests alternative names reflecting Brookfield Farm and mixed uses

5.31 HDC Economic Development Officer

Supports, confirming that the proposal aligns with key objectives of the Huntingdonshire Economic Growth Strategy and in particular the pillars of:

- Business Growth and Investment: Facilitating modern, flexible employment space that attracts and retains high-value sectors including logistics and green industries.
- Infrastructure for Growth: Delivering strategic improvements to the A141 corridor and enabling better access for goods, services, and people.
- Sustainable and Inclusive Growth: Supporting the creation of quality local employment opportunities, promoting upskilling, and encouraging sustainable modes of transport.
- Social values: offering local employment opportunities during the construction of the development.

Recognises the development's potential to deliver significant economic benefits, improve connectivity, and contribute meaningfully to the district's long-term growth and competitiveness.

- 5.32 **Cambridgeshire Chamber of Commerce**  
Supports, advising that the site is well placed to attract investment. A number of longstanding expansion requirements have not come to fruition due to lack of floorspace supply. Welcomes the growth in local employment potential, highlighting that the logistics sector opens doors for people with limited qualifications or experience. The scheme would play a key role in the region's prosperity combining high-quality employment floorspace, sustainable design and major infrastructure investment.
- 5.33 **Cambridgeshire & Peterborough Combined Authority (Careers Hub)**  
Supports, considering the proposed development to be a great opportunity to bring new jobs and skills to the local area, creating local jobs for young people including gateway roles for young people and a substantial quantum of construction jobs.
- 5.34 **Constructed Pathways**  
Supports, noting the long-term job creation potential as well as significant number of construction jobs. Long-term social advantages would include providing solid career pathways for individuals, reducing dependence on debt-reliant career pathways. Considers the proposed development would bring lasting economic, infrastructure and community benefits
- 5.35 **Cambridgeshire Police (Designing Out Crime Officer)**  
Considers the location to be an area of medium to high risk to the vulnerability to crime based on recorded figures. Recommends reserved matters proposals comply with the Secured by Design (SBD) Non-Residential (Commercial) Guide 2025 in respect of building design/materials, access control, lighting, CCTV/alarms, external areas and boundary treatments.
- 5.36 **Cambridgeshire Fire and Rescue Service**  
No comments received
- 5.37 **Minerals and Waste Authority**  
Comments: Minerals & Waste Local Plan Policy 5 applies as the site partially lies within a Sand and Gravel Minerals Safeguarding Area. Accepts minerals extraction prior to development is unlikely to be feasible and notes that the part of the site within the safeguarded area would be used purely for landscaping and biodiversity uses.
- 5.38 **Cllr David Shaw - District Councillor for Brampton & Hinchbrook**  
Objects due to the significant adverse visual effects the development would have on local residential receptors and the wider landscape. Has proposed an 18.5m building height cap across the site, which the applicant has rejected. Questions the accuracy of the economic benefits put forward by the applicant, given their Planning Statement quotes the rateable value figure (£9.8 million), rather than between £5M and £6M in annual business rates once the standard multiplier is applied. Recommends refusal, given the unresolved visual, heritage, and amenity impacts, overstated key benefits and the absence of any firm commitments on noise mitigation or monitoring.

## 6. REPRESENTATIONS

6.1 For the initial consultation, letters were sent to 279 addresses and the application was publicised by 8 site notices and two press notices in the *Hunts Post*.

6.2 When reconsulting on the applicant's revised plans and additional information, consultation letters were sent to the same addresses and the application was publicised by 8 fresh site notices and a further press notice in the *Hunts Post*.

6.3 Across both rounds of consultation representations in objection were received from 53 addresses raising the following matters:

### Principle of development

- Land is not zoned for development in the Local Plan
- Brownfield sites should be redeveloped first
- Better sites exist elsewhere
- Office space is unnecessary
- Land would be better used for housing
- Loss of agricultural land
- Effect on food security
- Employment benefits have been exaggerated
- Premature to the emerging Local Plan
- Cumulative effects with other potential developments in the area
- A rail-served location would be more appropriate

### Scale and form

- Height and scale are excessive
- Buildings too tall

### Effect on living conditions

- Effect on residents' outlook
- Too close to existing homes
- Revised site layout should move buildings further away from homes
- Harm to enjoyment of existing footpaths on/around the site
- Loss of Flamsteed Drive playground
- Light pollution
- Noise pollution
- Air pollution
- 24/7 operation should not be permitted
- Potential crime/antisocial behaviour at the proposed A141 underpass

### Effect on the countryside

- Landscape harm
- Loss of tranquillity

### Highways effects

- Increased vehicle movements
- Worsening effect on existing traffic congestion, particularly on Hinchingsbrooke Park Road
- Risk of additional on-street car parking on Flamsteed Drive

- Additional traffic on Thrapston Road
- Route of former A14 across Views Common should be reopened
- A second vehicular access to the Hinchingbrooke estate is needed
- Safety risk to schoolchildren using local roads
- New roundabout too close to the Busy Bees nursery
- Insufficient highway modelling
- A141 is already over capacity
- Sensitivity testing during A1 or A14 closures is required
- A141 underpass not appropriate; a surface-level crossing would be better
- Increased footfall past homes between the site and the railway station
- Alternative routes for the applicant's proposed footway/cycleway link are suggested, including through the existing business park, in preference to the proposed connection point at Flamsteed Drive
- Potential anti-social use of the underpass by motorbikes etc
- Extra traffic would impede ambulances accessing the hospital
- Disruption during construction of the proposed A141 access roundabout
- Poorly served by bus services
- Bus depot element may result in wasteful empty "dead-leg" bus movements

#### Flooding and drainage

- Pollution to watercourses
- Increased flood risk
- Temporary drainage during construction required
- Over-reliance on existing flood defences which may fail
- Rainwater recycling should be required

#### Ecology

- Loss of biodiversity
- Effect on Hinchingbrooke Country Park
- Effect on nearby SSSIs
- Loss of mature trees
- Loss of woodland
- Loss of a Giant Redwood tree

#### Other concerns

- Harm to setting of a listed building
- Increased commercial and industrial waste
- Gas connection to the site would increase carbon emissions
- Loss of archaeology
- Inclusion of "Hinchingbrooke" within the development's name
- Community engagement by the applicant has been poor

Effects on private property values and anticipated increased insurance premiums are also raised, which are not material planning considerations.

- 6.4 Across both rounds of consultation representations were received from 8 addresses in support of the application, noting the following benefits:
- Substantial job creation
  - Construction jobs

- Would particularly benefit young people
- Creation of gateway jobs particularly supported
- New bus services to the site to avoid having to drive
- New underpass below the A141 would be safer than as existing
- Potential for ANPR enforcement of the Views Common Road weight limit

6.5 Delta Hotels by Marriott Huntingdon supports the application, citing a range of hospitality-related economic benefits, wider infrastructure benefits, and commending the applicant's proactive engagement with stakeholders.

6.6 Hinchingsbrooke Residents' Association was established during the course of the application's consideration and has raised detailed objections on a number of occasions during the course of extensive liaison with Officers, which can be summarised as follows:

#### 1. Policy Conflicts

- Development results in loss of Grade 2 Best and Most Versatile farmland, contrary to NPPF requirements to protect high quality soil
- Site is designated Countryside (LP2); industrial use conflicts with LP10 and LP11 restrictions
- Conflicts with the Local Plan's spatial strategy and bypasses allocated employment sites such as Alconbury Weald
- Application is premature ahead of the Local Plan 2046 review

#### 2. Landscape, Design & Heritage Impact

- Proposed warehouse heights (18.5–24m) exceed local context and violate Design Guide expectations
- Major visual intrusion due to rising topography and large massing
- Harm predicted to heritage assets including Hinchingsbrooke House (Grade I) and Great Stukeley church (Grade II)

#### 3. Impacts on Hinchingsbrooke Country Park & Green Infrastructure

- Continuous industrial operations (24/7) incompatible with the park's recreational and wellbeing functions
- Conflict with Local Plan policies allocating nearby land for Country Park extension
- Public rights of way routes would be degraded into "industrial corridors"

#### 4. Biodiversity & Ecology

- Risk of creating a "biodiversity island", severing ecological connectivity with the Country Park
- Additional noise, light and vibration may affect SSSIs at Great Stukeley, the Racecourse and Portholme

#### 5. Traffic, Highways & Emergency Access

- Approx. 2,448 HGV movements/day, plus LGVs and employee vehicles, would exceed network capacity
- Severe risk of delays to ambulances accessing Hinchingsbrooke Hospital, already subject to congestion on Hinchingsbrooke Park Road
- No independent, comprehensive traffic or blue light impact assessment has been completed despite requests
- A141 existing layby removal would limit opportunities for goods vehicles waiting to enter the site

#### 6. Flooding & Drainage

- Concerns over increased surface water runoff from 126 ha of hardstanding, risking A141 and downstream impacts
  - Uncertainty over foul drainage capacity at Godmanchester WRC
7. Public Engagement
- Direct public engagement by the applicant is considered insufficient
8. Economic Concerns
- The applicant's projected £9.8m business rates uplift is believed to be overstated; council officers now estimate £5–£6m
  - Concerns over inconsistent or misleading applicant statements about employment numbers and economic benefits.
9. Community Impacts
- Fears of noise, light pollution, visual intrusion (“cruise ship like” warehouses), and falling house values.
  - Strong objections to the proposed A141 underpass, citing safety, crime risk and anti-social behaviour

If members are minded to approve the application, the Residents' Association requests:

- The removal or reduction of the nearest warehouses (particularly 2e and 3d) or as a fall-back, siting these buildings 100m further away from the A141/nearby homes
- Restricted operations to daytime hours only (no 24/7 use)
- A full, independent traffic assessment before approval
- Replacing the proposed A141 underpass with a Toucan crossing
- S106 funding for a second access road to the Hinchingbrooke estate
- Construction traffic bans on Hinchingbrooke Park Road/Views Common Road; enforceable weight limits and ANPR
- Road signage strategy to direct traffic (goods vehicles in particular) away from the A1307 Views Common Road
- Noise mitigation conditions
- Retention and protection of an onsite Giant Redwood tree
- Provision of a strong evergreen landscape buffer to the A141/nearby homes
- Colour and appearance to be agreed with residents
- Alternative cycleway/footpath routes that avoid residential intrusion
- A penalty clause if visual screening claims prove incorrect.

6.7 In addition to the two rounds of consultation undertaken by the Council, in accordance with best practice the applicant undertook their own public consultation prior to submitting their application. This ran from 13 June to 6 July 2025 and included a dedicated website, two drop-in exhibitions, and a variety of feedback channels including by email, via freephone, and social media. In total, 2,926 flyers were distributed, social media adverts reached nearly 19,500 accounts, and 284 unique visitors accessed the project website. The consultation generated 148 pieces of feedback, with 68 attendees at the exhibitions. According to the applicant's Statement of Community Involvement, feedback revealed mixed views: nearly half of respondents supported the proposals, citing job creation, economic growth, and sustainability benefits, while just over a third opposed them, raising concerns about traffic congestion, noise, and loss of farmland.

## 7. ASSESSMENT

- 7.1 When determining planning applications, it is necessary to establish what weight should be given to each plan's policies in order to come to a decision. The following legislation, government policy and guidance outline how this should be done.
- 7.2 As set out within the Planning and Compulsory Purchase Act 2004 (Section 38(6)) and the Town and Country Planning Act 1990 (Section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to have provisions of the development plan, so far as material to the application, and to any other material considerations. This is reiterated within the NPPF (2024). The development plan is defined in Section 38(3)(b) of the 2004 Act as "the development plan documents (taken as a whole) that have been adopted or approved in that area". Section 70(2) also requires, as a matter of law, local finance considerations to be taken into account, defined in this instance as any sums that the Council could receive in payment of Community Infrastructure Levy.
- 7.3 In Huntingdonshire the Development Plan (relevant to this application) consists of:
- Huntingdonshire's Local Plan to 2036 (2019)
  - The Stukeleys Neighbourhood Plan 2022-2036
  - Huntingdon Neighbourhood Plan 2018-2026 (whose spatial area in respect of this application is limited to the proposed site access)
  - Cambridgeshire & Peterborough Minerals and Waste Local Plan (2021)
- 7.4 The statutory term 'material considerations' has been broadly construed to include any consideration relevant in the circumstances which bears on the use or development of the land: *Cala Homes (South) Ltd v Secretary of State for Communities and Local Government & Anor* [2011] EWHC 97 (Admin); [2011] 1 P. & C.R. 22, per Lindblom J. Whilst accepting that the NPPF does not change the statutory status of the Development Plan, paragraph 2 confirms that it is a material consideration and significant weight is given to this in determining applications.
- 7.5 The main issues to consider in the determination of this application are:
- Principle of development
  - Access Matters
  - Flood Risk, Drainage and Water
  - Landscape and Design Considerations
  - Residential Amenity
  - Biodiversity and Ecology
  - Trees and Hedgerows
  - Heritage
  - Developer Contributions
  - Other matters

## Principle of development

- 7.6 Local Plan Policy LP1 sets out the target of approximately 14,400 additional jobs during the plan period whilst Policy LP2 directs the majority of employment growth to the Spatial Planning Areas (SPA). The application site relates to the Huntingdon SPA at which Policy LP7 sets out the types of development which are supported on unallocated sites.
- 7.7 The existing Hinchingsbrooke Business Park is identified on the Local Plan Policies Map as an Established Employment Area, thereby engaging Local Plan Policy LP18 and notably, the first paragraph of that policy:
- “Areas of land and buildings that contribute to the local economy and provide on-going employment opportunities have been identified as Established Employment Areas. **A proposal for business development (class 'B') will be supported** on land within an Established Employment Area or **on land immediately adjoining and capable of being integrated with an Established Employment Area.**” (author’s emphasis)
- 7.8 The proposed development would be immediately adjoining the existing Established Employment Area and would be integrated with it by virtue of:
- 7.8.1 The proposed new A141 roundabout, which would provide vehicular access to both sites;
- 7.8.2 A new pedestrian/cycleway underpass below the A141;
- 7.8.3 Appropriate place-making on the proposed development through both its parameter plans and its Design Code, to visually integrate with the existing business park
- 7.9 Consequently, the proposed development enjoys specific policy support from Local Plan LP18. Insofar as they are spatially relevant, Huntingdon Neighbourhood Plan Policies E1 and E2 also provide support for the proposed development. Whilst Hinchingsbrooke Residents’ Association’s concerns in respect of prematurity are noted, given the policy support from Local Plan Policy LP18 and Government policy at NPPF paragraph 51, issues of prematurity are not considered to be engaged.
- 7.10 Against this specific policy support, Local Plan Policy LP10 more broadly seeks to use lower agricultural value land in preference to land of higher agricultural value, where possible avoiding the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a). The applicant’s Environmental Statement advises that 67ha of Grade 3a agricultural land would be lost, assessing this as a major adverse residual effect. This must temper the level of policy support derived from Local Plan Policy LP18 and the Huntingdon Neighbourhood Plan.
- 7.11 Additionally, the site is located outside the ‘Built-up Area’ as defined at Policy 1 of The Stukeleys Neighbourhood Plan, which again provides a level of policy conflict.
- 7.12 Taking all the above into account, and noting the words “will be supported” in Policy LP18 compared with “where possible” in LP10, the proposed development is considered to comply with the spatial strategy of the Development Plan when read as a whole.

## Access Matters

- 7.13 Local Plan Policy LP16 seeks to ensure that developers fully consider how the opportunities and impacts of the range of travel and transport modes are addressed in their proposals. Local Plan Policy LP17 sets out that a proposal will be supported where it incorporates appropriate space for vehicle movements, facilitates accessibility for service and emergency vehicles and incorporates adequate parking for vehicles and cycles.
- 7.14 Concerns raised by the Parish and Town Councils, Hinchingsbrooke Residents' Association and neighbours in relation to existing and potential traffic issues are noted and addressed within this section of the report. Both the County Council and National Highways have sought clarifications and additional information during the course of the application, which has been submitted accordingly. The applicant has engaged with both bodies prior to and during the course of the application's consideration.

### Effect on the highway network

- 7.15 The applicant's Transport Assessment compares 2033 traffic conditions with and without the development, covering severance, pedestrian amenity, fear and intimidation, road safety, and delays for drivers and non-motorised users. Baseline surveys show existing traffic levels, safety records, and receptor sensitivities, with most major roads near the site having few or no sensitive receptors other than the accident cluster sites at the A1/A141 Brampton Hut roundabout and the Ermine Street/A141 junction. Construction traffic in 2027 was found to generate low daily movements relative to the local network, finding no significant construction-stage impacts.
- 7.16 Their assessment concludes that post-completion the development's transport impacts would be negligible across all topics. Although some links on the A141 and A14 would see increases in traffic flow, these changes would remain well below thresholds for significant severance, amenity change, or increased fear and intimidation, and occur on routes without sensitive receptors. Implications on road safety, driver delay, and pedestrian delay are all expected to remain at negligible levels, reflecting adequate network capacity and resilient junction performance. The applicant's assessment finds that residual and cumulative effects would be negligible.
- 7.17 They also point out that there is already a 7.5T weight limit on Views Common Road, and that traffic volumes on the A141 (Brampton Hut to Spittals Interchange) have fallen by more than 50% since the A14 Huntingdon southern bypass opened, releasing significant capacity on that route:

| <b>A141 Flow Comparison</b> |                            |             |              |                            |             |               |                    |
|-----------------------------|----------------------------|-------------|--------------|----------------------------|-------------|---------------|--------------------|
|                             | <b>AM Peak (0800-0900)</b> |             |              | <b>PM Peak (1700-1800)</b> |             |               | <b>Approx AADT</b> |
|                             | <b>EB</b>                  | <b>WB</b>   | <b>2-Way</b> | <b>EB</b>                  | <b>WB</b>   | <b>2-Way</b>  | <b>2-Way</b>       |
| 2016 (WebTRIS)              | 1,168                      | 1,255       | 2,423        | 1,443                      | 1,700       | 3,143         | 42,500             |
| 2025 (Observed)             | 1,057                      | 757         | 1,813        | 744                        | 1,022       | 1,766         | 21,000             |
| <b>DIFFERENCE</b>           | <b>-111</b>                | <b>-498</b> | <b>-609</b>  | <b>-698</b>                | <b>-678</b> | <b>-1,376</b> | <b>-21,500</b>     |

7.18 The applicant's highway assessment is challenged in a number of public consultation responses and by Hinchingsbrooke Residents' Association, who raise particular concerns about the development's effects on the already congested Hinchingsbrooke Park Road/Views Common Road signalised junction and more widely on the A1307 between Spittals Interchange through the town and eastwards out towards Fenstanton. Concerns in respect of new traffic on the A141, particularly goods vehicles, are also raised. Huntingdon Town Council recommends specific mitigation measures, whilst Brampton Parish Council raises concerns at the potential use of Thrapston Road by heavy goods vehicles to access the site. Alconbury Parish Council considers key junctions require new surveys and full modelling (e.g., Brampton Hut, A14 slips), whilst the applicant's assumption that 80% of HGVs would travel west is not evidenced and the worker travel assumptions use 2011 Census data, not 2021, making them outdated and unreliable. They are also concerned at the potential for additional rat-running on rural lanes, particularly at times of congestion (including when there are delays on the trunk road network).

7.19 In robustly assessing the proposed development, the Local Highway Authority has interrogated the applicant's traffic modelling and during the course of the application requested additional information/clarifications. Notwithstanding some remaining disagreement in respect of the modelling of peak time A141 queues north of Spittals Interchange, in principle the Local Highway Authority is content with the three strands of mitigation that the applicant has proposed:

7.19.1 A comprehensive Bus Strategy

The principle of this has been agreed by the applicant, the Local Highway Authority and the Combined Authority. Optionality for either a directly-procured service or a publicly-subsidised service (both of which would be acceptable to the Combined Authority and Local Highway Authority) would be set out in the Section 106 agreement, subject to the cost of provision for a 5-year period being capped at the figures provided by the CPCA:

|                  |                  |
|------------------|------------------|
| • Year 1:        | £ 137,500        |
| • Year 2:        | £ 137,500        |
| • Year 3:        | £ 585,000        |
| • Year 4:        | £ 550,000        |
| • <u>Year 5:</u> | <u>£ 550,000</u> |
| Total:           | £1,960,000       |

Huntingdon Town Council's request for a requirement to consult with the CPCA and Cambridgeshire Bus Alliance ahead of any reserved matters applications on the location, number, and equipment of bus shelters given likely usage patterns at the site is noted, which can be incorporated within the relevant Section 106 obligation.

7.19.2 A141 junction improvements

The applicant's Transport Statement identified junction improvements on the A141 north of Spittals Interchange as being necessary to mitigate the impacts of the proposed development:

- The A141/Ermine Street roundabout
- The A141/Washingley Road roundabout

- The A141/Kings Ripton Road signalised junction

Following extensive discussions with the applicant and receipt of a Stage 1 Road Safety audit on the A141/Ermine Street roundabout redesign, the Local Highway Authority has agreed the general arrangement principles for each of these capacity improvements.

The applicant proposes the direct delivery of these works, but with the flexibility for the Local Highway Authority to instead call-down the equivalent cost of those works to be spent on alternative mitigation as the Local Highway Authority identifies as appropriate.

General arrangement plans for each of the three junctions are appended, which give an indication of the nature and type of improvement works envisaged.

The cost of improving the three junctions as shown has been costed by the applicant as being £3,000,000.

7.19.3 Improvements to footway/cycleway links  
(see paragraph 7.33 below)

7.20 Alconbury Parish Council's concerns in respect of potential cumulative highways impacts in the context of the wider North Huntingdon Growth Arc are noted, but are read in the context that each application must be considered on its own merits and that wider strategic matters lie within the scope of the emerging Local Plan, not discrete planning applications.

7.21 National Highways initially requested additional information in respect of the operation of the signals at the A1/A141 Brampton Hut roundabout. That information has been submitted by the applicant and considered by National Highways, who have confirmed that the modelling is representative and that the results are therefore reliable. National Highways are content that the Local Planning Authority can secure mitigation at the Brampton Hut roundabout works by condition.

7.22 Huntingdon Town Council has additionally requested specific mitigation measures, comprising:

- Funding for improved signage for and enforcement of the weight limit on the A1307 between Hinchingsbrooke Park Road and Spittals interchange
- A requirement for a contribution to improving active travel infrastructure across Huntingdon for workers coming to the development so that the targets for pedestrian and cycle traffic are met – see paragraph 7.35 below

7.23 Cllr David Shaw has similarly requested mitigation by way of:

- Improved signage for the weight limit on the A1307 between Hinchingsbrooke Park Road and Spittals Interchange
- Weight limit enforcement measures via ANPR, with appropriate funding via an S106 agreement

- 7.24 A Goods Vehicle Signage Strategy could be secured by way of the submission of an appropriate scheme pursuant to a Section 106 obligation. The applicant has responded to the suggested ANPR enforcement provision by placing reliance on their traffic modelling's findings that goods vehicles could not lawfully and therefore would not use Views Common Road due to the existing weight limit; this is disputed by Hinchingsbrooke Residents Association. They further advise that there would be no operational or commercial imperative to do so given occupiers would want their supply chains to be as efficient as possible. The potential for 'wrong turns' onto the local road network could be mitigated through contractual monitoring agreements between the applicant and end occupiers, with commercial enforcement measures in place (e.g. barred routes and the correct programming of Sat Navs). Whilst this explanation is noted, none of these commercial measures would be enforceable by the Local Planning Authority.
- 7.25 Taking all the above (including mitigation) into account, in terms of Government policy the NPPF at paragraph 116 is clear:
- "Development should only be prevented or refused on highways grounds if there would be 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."
- 7.26 Subject to conditions and Section 106 obligations to secure appropriate offsite highway mitigation works, in principle the proposed development's residual cumulative impacts on the road network would not demonstrably be severe (NPPF paragraph 116) and are considered to be in accordance with Local Plan Policy LP16 and Huntingdon Neighbourhood Plan Policies E1 and TT1.
- Proposed new A141 roundabout
- 7.27 Replacing the existing left-in, left-out access to Hinchingsbrooke Business Park with a new roundabout would improve its access to/from the West, and in particular from the A14. It would integrate both employment areas from an access perspective. To provide appropriate approach alignments, the applicant proposes to realign the existing A141 and move it slightly further away from the existing homes at Hinchingsbrooke (not greater than 37m), resulting in the loss of existing trees on the north-western side of the dual carriageway.
- 7.28 The Local Highway Authority has confirmed that the proposed new roundabout and A141 realignment are acceptable in design terms, subject to a new Traffic Regulation Order (TRO) to reduce the speed limit. Cambridgeshire Constabulary is supportive of this and the TRO could be secured by Section 106 agreement.
- 7.29 The proposed complex features such as embankments, vehicle restraint systems, and an underpass form part of the access design, which the Local Highway Authority has also confirmed are acceptable in principle. Detailed design elements (drainage, underpass, earthworks) would need to be agreed before works begin, which could be secured by condition.
- 7.30 A separate agreement would need to be entered into under the Highways Act 1980 (Section 278) ahead of any works to the public highway. The applicant's Stage 1 Road Safety Audit and designer's response has been scrutinised by the Local

Highway Authority who confirm there are no unmitigable issues. Drainage principles are provided but full details must accompany the Stage 2 Safety Audit, which would be undertaken as part of the Section 278 process.

- 7.31 The applicant's assessment of existing lay-bys concludes these are no longer required due to alternative nearby facilities and the A141 no longer being a trunk road; the Local Highway Authority supports this conclusion, albeit this does not align with the view of Huntingdon Town Council or Hinchingsbrooke Residents Association who would prefer the retention of these facilities. National Highways has not expressed a view either way, the A141 no longer being a trunk road in this location.
- 7.32 Subject then to conditions the proposed means of access would not have an unacceptable impact on highway safety (NPPF paragraph 116) and would be acceptable Local Plan Policy LP17 and Huntingdon Neighbourhood Plan Policies E1 and TT1.

#### Cycling and pedestrian links

- 7.33 In order to maximise the potential for employees to walk or cycle to work, the proposed development would include the following direct links to nearby homes:
- A new footway/cycleway under the A141 connecting the development to Flamstead Drive to the east;
  - Improvements to the existing A1307 overbridge, connecting the development to the 1,000 new homes being constructed to the north at Ermine Street;
  - Improvements to the existing east-west footpath within Hinchingsbrooke Country Park, providing a new/improved hardsurfaced route 4.0m wide from the existing A141 underpass towards Hinchingsbrooke Park Road
- 7.34 These improved pedestrian/cyclist routes would integrate the existing and proposed employment areas from a connectivity perspective, and could respectively be secured through conditions and Section 106 obligations.
- 7.35 The County Council's Rights of Way Officer has recommended conditions and sought clarification on proposed resurfacing and dual-use pedestrian/cyclist routes within the site, which the applicant has provided but upon which at reconsultation the Rights of Way Officer has made no further comment. Officers consider the Rights of Way Officer's comments have been satisfactorily addressed.
- 7.36 Huntingdon Town Council has requested a contribution to improving active travel infrastructure across Huntingdon for workers coming to the development so that the targets for pedestrian and cycle traffic are met, in accordance with Policy TT1 of their Neighbourhood Plan. In response the applicant points to their proposed new underpass and link to Flamstead Drive as well as the proposed improvements to the footway/cycleway through the Country Park. A Travel Plan condition is recommended which would include measures to maximise walking and cycling.
- 7.37 The Town Council has further asked that consideration be given to the impact of flooding on the proposed A141 underpass including alternative routes during flooding. A detailed design review (including drainage) would be undertaken the Local Highway Authority under their Highways Act responsibilities, and it is noted that an alternative access would remain via the existing A1307 overbridge to the north. Whilst

the Town Council and Residents' Association's request for an at-grade A141 crossing (such as a Toucan crossing) has been considered, this has been ruled out by the Local Highway Authority on safety grounds. Similarly, whilst the Residents' Association's request for alternative footway/cycleway arrangements to be explored as an alternative to the proposed Flamsteed Drive link are noted, the proposed development must be considered on its own merits and case law provides that consideration of alternatives is only relevant and necessary where there is clear planning harm, which is not considered to be engaged in this instance (Trusthouse Forte v SSE (1987)). Cambridgeshire Police have raised no objection to the proposed underpass and have submitted no evidence to suggest that the existing A141 underpass further to the south is itself a crime or disorder hotspot; the applicant also points out that alternative alignments put forward by residents would cross third party land not within the applicant's ownership or control, the delivery of which could not be conditioned or guaranteed.

- 7.38 Subject to conditions and Section 106 obligations to secure offsite footway/cycleway improvements, the proposed development is considered to comply with Local Plan Policies LP16 and LP17, and Policy TT1 of the Huntingdon Neighbourhood Plan.

Leisure routes

- 7.39 As well as the proposed improvements to the existing east-west footpath within Hinchingsbrooke Country Park, the applicant proposes new paths through the development's substantial new landscaping and open spaces, including a circular path connecting with the Country Park. These are shown in broad terms on the submitted parameter plans and can be secured in detail through the reserved matters process.
- 7.40 The proposed green infrastructure network is considered to be strong and includes 10m wide multifunctional green corridors, publicly accessible routes and improved links to surrounding countryside and Hinchingsbrooke Country Park. Proposals for public car parking within green corridors is welcomed, subject to sensitive screening at reserved matters stage. A signage strategy linking to the Country Park and rights of network is recommended.
- 7.41 Comments received from the Friends of Hinchingsbrooke Country Park seek clarity on the proposed footway/cycleway enhancements through the Country Park. The applicant has liaised with the Council on this, with a specification for hardsurfacing improvements being set by the Council's Leisure Health & Environment Team. Those improvements could be secured by Section 106 agreement, including a timeline for the applicant's direct delivery of the works in accordance with the Council's specification. The proposed works would complement the works already approved in the Council's own enhancements scheme (25/00577/FUL). The Alconbury Flood Group's comments in respect of footpath flooding at the existing A141 underpass are noted, including their constructive advice on potential solutions; those comments are echoed by the Friends of Hinchingsbrooke Country Park who are also concerned that the detailed design of any upgraded link would need to be of a flood resilient design. This would not be the only footway/cycleway link from the principal urban area to the site, with convenient alternatives available during times of highest flood levels.
- 7.42 In summary, the proposed development complies with Local Plan policies LP16 and LP17 relating to transport, access arrangements, and parking provision, and

Huntingdon Neighbourhood Plan Policy TT1, subject to conditions and Section 106 obligations.

### **Flood Risk, Drainage and Water**

- 7.43 Local Plan Policy LP5 sets out that a proposal will only be supported where all forms of flood risk have been addressed. Policies LP6 and LP15 set out the Council's approach to wastewater and surface water management.

#### Surface water drainage

- 7.44 The applicant proposes a network of new onsite drainage ponds and swales as the key features of a comprehensive onsite sustainable urban drainage system, which would result in increased wetland planting and biodiversity enhancement. This approach is supported in principle by the relevant technical consultees.
- 7.45 During the course of the application amendments and additional information were sought from the Lead Local Flood Authority, Internal Drainage Board and the Ellington Flood Group. In response the applicant submitted a revised outline drainage strategy, updated the parameters plan and provided additional detailed calculations. Following a subsequent detailed assessment there is now no technical objection to the proposed development on flood risk or drainage grounds.
- 7.46 The Lead Local Flood Authority is specifically supportive of the use of attenuation basins and swales given that these have a valuable water quality treatment function as well as controlling the rate of surface water leaving the site.
- 7.47 The Alconbury Flood Group's initial comments have been taken into account in the applicant's revised proposed surface water drainage strategy, which the Group has welcomed. Notably their comments have resulted in increased attenuation capacity for the southern part of the site and restrictions on surface water run-off rates. Their recommendation that a maintenance regime is conditioned reflects the same advice received from the Environment Agency.
- 7.48 The Friends of Hinchingsbrooke Country Park note that the Park regularly floods but accept that, if properly implemented and maintained, the proposed surface water drainage strategy design would avoid increasing flood risk or siltation in HCP.

#### Foul drainage

- 7.49 Given existing treatment capacity constraints at Anglian Water's water treatment works the applicant proposes an onsite treatment facility. There is no objection to this from either Anglian Water or the Environment Agency, subject to an overarching foul drainage strategy condition and noting that any discharges are regulated under a separate environmental permitting regime.

#### Potable water

- 7.50 The application site falls within an area of water stress. Anglian Water has underlined that there is no legal requirement for them to supply fresh water for industrial processes if doing so puts the supply of water for domestic uses at risk. The company currently restricts daily non-domestic water supply to 20 cubic metres per occupier, albeit this position may change once strategic water infrastructure including the Fens Reservoir is in place. Consequently, a condition requiring a strategic water resources

strategy is recommended, which both Anglian Water and the applicant are content with in principle, and which provides the opportunity for innovative solutions to be explored which may reduce overall water demand.

- 7.51 With the above, the proposed development is considered to satisfy the requirements of the NPPF and Local Plan policies LP5, LP6 and LP15 in relation to flood risk subject to the recommended conditions.

### **Landscape and Design Considerations**

- 7.52 Policies LP11 and LP12 of the Huntingdonshire Local Plan to 2036 state that developments should respond positively to their context, draw inspiration from the key characteristics of its surroundings and contribute positively to the area's character and identity. Policy LP10(b) says all development in the countryside must recognise the intrinsic character and beauty of the countryside. Furthermore, the Huntingdonshire Design Guide SPD (2017) contains place making principles for 'big box' buildings, this being a general term for any development incorporating office, industrial, retail or warehouses.

#### Landscape

- 7.53 The submitted Environmental Statement includes a full landscape and visual impact assessment, including wireline visualisations from several viewpoints (agreed with Officers in advance). This document has been subject to independent review by the Council's Landscape Consultant, who during the course of the application recommended revisions to minimise landscape impact.
- 7.54 In response the applicant has submitted revised parameter plans reducing the maximum proposed building height in selected locations by 3m, which would allow the treed ridge line to remain visible. This does not alter the overall level of effect but represents an improvement over the original parameters and is an improvement over the original submission from certain key viewpoints including Church Close and footpath 16 south of Great Stukeley.
- 7.55 Having assessed the revised information the Council's Landscape Consultant has confirmed they have no landscape objection, subject to conditions and recommendations. In reaching this balanced conclusion they note that moderate adverse residual effects on users of some rights of way and nearby residents would remain, and that there would be a long-term loss of tranquillity and visual amenity. Disagreement remains over the level of effect on the Central Claylands Landscape Character Area, although the Council's Landscape Consultant accepts the applicant has explored reasonable mitigation options.
- 7.56 The Council's Landscape Consultant recommends a substantial suite of conditions, including:
- Landscape and Ecological Management Plan (LEMP).
  - Advanced structural planting prior to commencement.
  - 5-year Landscape Management Plan with monitoring and review.
  - Demolition and Construction Environmental Management Plan (DCEMP).
  - Detailed earthworks strategy.
  - Phased landscaping implementation and replacement.
  - Detailed soft and hard landscaping schemes.

- 7.57 The proposed development heights were reduced during the pre-application stage in discussion with your officers, and then reduced further following submission of the planning application in response to detailed comments from Officers and other stakeholders. Heights were originally tested at 24m to ridge across all three development plateaux. The reduced parameters now propose heights of 24m to ridge on just one part of Plateau A, with heights falling to 21m to ridge on the rest of Plateau A and all of Plateau B, and to 18m to ridge on Plateau C. These height reductions have been welcomed by Officers.
- 7.58 Notwithstanding these conditions and the applicant's proposed landscape mitigation measures, residual moderate adverse landscape and visual effects would remain, for up to Year 15 post-development. The Landscape Consultant advises that this harm is not sufficient to warrant planning permission being refused on landscape grounds but rather, the residual harm should be weighed in the planning balance.

### Urban Design

- 7.59 The applicant has submitted a detailed Design & Access Statement, an Environmental Colour Assessment, and an 83-page Design Code. These documents are supported and considered fit for purpose. The Design Code provides high-level controls to ensure that future reserved matters applications meet the high design quality objectives set out in the Design & Access Statement and includes comprehensive prescriptions for:
- Strategic landscaping
  - Green corridors and SuDS
  - Ecology and biodiversity enhancement
  - Gateway spaces and landscape bunds
  - Plot-level landscape design (employee spaces, cycle parking, level changes)
- 7.60 Having reviewed the applicant's revised parameter plans and Design Code, the Urban Design Officer acknowledges that these address many of their initial comments and represent a significant improvement on the initial submission. The updated Design Code now includes:
- Clear mandatory requirements,
  - Stronger controls on façade articulation (30–40m intervals),
  - Defined character areas:
    - Strategic Distribution Core
    - Flexible Employment Quarter
- 7.61 The two proposed primary character areas are supported:
- Strategic Distribution Core – large-format logistics with deep setbacks and strong structural planting.
  - Flexible Employment Quarter – smaller-scale employment with more human-scaled frontages and amenity planting.

Key differentiators between character areas (setbacks, articulation frequency, landscaping depth, public realm quality) have been clearly defined and are supported in design terms. A detailed Environmental Colour Assessment submitted with the application has been taken into account and would continue to provide a useful guide as to the most appropriate external colours at reserved matters stage.

7.62 The proposed site framework of developable areas, green corridors and movement routes is broadly supported, as is a proposed continuous north–south Green Movement Corridor (39.5m wide) and green corridors of between 10m and 20m between development parcels. The cross-sections, planting palettes and drainage details submitted by the applicant provide helpful information.

#### Impact on Hinchingsbrooke Country Park

7.63 Huntingdon Town Council’s consultation response sets out a requirement that there be no negative impact on Hinchingsbrooke Country Park, and that the issues raised from the Friends of Hinchingsbrooke Country Park about the number of connections between the park and the new park areas are addressed to the Council’s satisfaction.

7.64 In respect of the Friends of Hinchingsbrooke Country Park’s comments, these can broadly be summarised as ecology concerns (see report paragraph 7.88 onwards); water management (see report paragraph 7.47); and proposed bridleway/footpath improvements through the park (see report paragraph 7.39 above).

7.65 Within the applicant’s Environmental Statement is a Zone of Theoretical Influence diagram which shows that Bob’s Wood and topography would screen the proposed development from most viewpoints within the Country Park. Whilst the development would theoretically be visible from parts of the lake to the south, and the green fields between the lake and Brampton, these are not part of the Park itself. The applicant has submitted wireframe photography demonstrating the efficacy of existing landscape planting from this location.

7.66 Taking all the above into account, subject to the conditions recommended within this report, the proposal is considered to broadly accord with the Design Guide SPD (2017) and Policies LP11 and LP12 of the Local Plan, albeit there is not full policy compliance as some residual landscape harm would remain. The extent to which that harm is contrary to Local Plan Policies LP10(b), LP11 and LP12, and Policies NE3 and BE1 of the Huntingdon Neighbourhood Plan (insofar as they spatially apply) must be weighed in the planning balance.

#### **Amenity**

7.67 Policy LP14 of the Local Plan states that a proposal will be supported where a high standard of amenity is provided for all users and occupiers of the proposed development and maintained for users and occupiers of neighbouring land and buildings. Policy LP10(c) says that development in the countryside must not give rise to noise, odour, obtrusive light or other impacts that would adversely affect the use and enjoyment of the countryside by others.

7.68 The Council’s Environmental Health Officer has undertaken a detailed assessment of the applicant’s supporting information. Comments submitted by nearby residents raising amenity concerns in respect of noise, disturbance, air quality and light pollution have all been carefully noted.

#### Noise & Vibration

7.69 The applicant has submitted a detailed Noise and Vibration Impact Assessment which concludes that the worst case construction noise and vibration is likely to meet

the requirements of BS 5228:2009 +A1:2014 and unlikely to exceed a minor impact. This is with the exception of roadworks to re-align the A141 which are likely to impact the nearest residential properties during their construction. The timing of these works and mitigation measures to ensure any impact is acceptable will need to be considered within the relevant phase CEMP.

- 7.70 Piling activities would need to be covered within the CEMP and in line with the applicant's submitted assessments, which advised that if piling is required in the vicinity of dwellings, auger piling must be used. For the avoidance of doubt a specific Piling Method Statement condition is recommended.
- 7.71 In terms of noise once the scheme is occupied, the applicant's assessment is based on assumptions given that the detailed design will not be proposed until reserved matters stage. Whilst (based on those assumptions) no significant effects have been identified, this could change during the detailed design and accordingly an assessment would need to be undertaken with each reserved matters application to ensure no significant effects occur at noise sensitive receptors; this can be conditioned. The proposed re-alignment of the A141 would achieve a slight noise betterment for neighbouring residents as this dual carriageway moves further away from them with reduced speeds.
- 7.72 The Environmental Health Officer supports this approach and recommends a condition that a further noise impact assessment is required to support any reserved matters application. In doing so they highlight that the BS4142 assessment demonstrates that the rating level from commercial/industrial activities at the units is likely to be more than 10 dB below the background sound level during the daytime and night-time periods at the nearest noise sensitive receptors. Achieving a demonstrable noise rating level of 10dB below background at nearest residential receptors in line with BS4142 should form part of the recommended condition, to ensure no significant effects from noise and/or vibration occur at noise sensitive receptors.
- 7.73 This also reflects Huntingdon Town Council's recommendation that there is a full noise impact assessment ahead of any reserved matters application, and appropriate mitigations identified in that assessment are included in those assessments. The Town Council's recommendation that there be noise mitigation measures such as noise abatement boards to cover Flamsted Drive would be subject to detailed design at reserved matters stage, itself subject to further public consultation at that point.

#### Lighting

- 7.74 The Environmental Health Officer notes that construction lighting is included as part of the framework Construction Environmental Management Plan (CEMP) and will be included in phase CEMPs. This can be controlled by condition.
- 7.75 In terms of permanent "operational" lighting they note the applicant's conclusion that there would not be any significant adverse impact for operational lighting if best practice measures are followed. In practical terms this means that, as reserved matters applications come forward, detailed lighting designs should comply with the lighting strategy and include a luminaire schedule and plan; a modelled prediction of lighting levels and obtrusive light (including horizontal and vertical isolines) at sensitive receptors to confirm the requirements of the lighting strategy have been

achieved. A condition to ensure this information is submitted is recommended, which would have a number of requirements including:

- Protection of nearby homes from light spillage (Local Plan Policy LP14)
- Minimising the intrusion of light spill into the surrounding countryside (Local Plan Policy LP10(c))
- Protecting ecologically notable dark corridors (see report paragraph 7.111)

#### Air Quality

- 7.76 The Environmental Health Officer has reviewed the submitted Air Quality Impact Assessment, advising a construction dust risk assessment has been submitted along with appropriate construction dust mitigation measures. These would need to be included in the relevant Construction Environmental Management Plans to safeguard air quality during construction, and can be secured by condition.
- 7.77 The applicant's assessment concludes that the impact on air quality from the proposals would not be significant and advises some Travel Plan Measures to minimise impact; this conclusion has been critically assessed by the Environmental Health Officer. They advise that the proposed development would be unlikely to breach air quality objectives, and that nearby sensitive receptors would not be subject to levels above the objectives. Even so, current advice from public health experts is that the health impacts of air pollution should be minimised, even if there is no risk that air quality objectives will be breached. This is supported by both national and local planning policies promoting air quality improvements and minimisation of impacts.
- 7.78 Notwithstanding that they judge the likely effect on air quality to be insignificant, the Environmental Health Officer advises that consideration is given to the application of good design and good practice measures during the detailed design phase, including:
- Promoting active travel and ensuring good cycling and walking infrastructure (preferably away from roads) to reduce reliance on vehicle use – this has been discussed.
  - The provision of electric vehicle rapid charge points/infrastructure,
  - Access to public transport,
  - Good property insulation,
  - Low emission design.
- 7.79 In the event that matters change significantly during the detailed design phase, for example a significant increase in the number of vehicles trip being generated and/or significant combustion-based plant or industrial emissions sources be proposed, a further air quality assessment would be required as part of the appropriate reserved matters application. These matters can all be controlled by conditions.

#### Overshadowing and overbearing impacts

- 7.80 Local residents have raised concerns at the potential for the proposed development to have an overshadowing or overbearing effect on their homes. Huntingdon Town Council's consultation responses asks that consideration be given for the effect on residents of the Hinchingsbrooke estate of units 2E and 3D, suggesting the removal of these units, or, if unsuitable, a requirement that these are restricted in height to become the development's lowest buildings.

- 7.81 Cllr David Shaw's consultation response proposes a maximum height cap of 18.5 metres across the whole logistics park as a reasonable compromise. This has been put to the applicant, who has responded by pointing out that this height cap is already proposed for a third of the developable area (Plateau C), which is the most elevated and visually sensitive part of the Site, and also the closest to Hinchingsbrooke residences (albeit still some 150 metres away). Their position is there is a commercial imperative to be able to deliver some buildings at their maximum proposed heights.
- 7.82 Existing homes east of the site at Flamsteed Drive, Bliss Court, Meadow Rise, The Shrubbery and The Glades are on the opposite side of the A141 dual carriageway, alongside which the linear landscaping (comprising existing trees/shrubs) would remain. Assessment of the proposed parameters plans reveals that the closest proposed building would be not less than 150m away, beyond that existing landscaping. Whilst objections to this impact from residents have been noted, given the separation distance and intervening landscaping this is not considered to be an inherently unacceptable relationship.
- 7.83 Waterloo Farm and two further dwellings are approximately 300m to the north-east. Whilst there would be no significant overshadowing or overbearing impact on those properties, nonetheless the visual presence of the proposed development in what is currently an expansive, open setting would be a substantial change. The applicant's visualisations demonstrate the magnitude of that impact and that landscape screening would not provide effective mitigation until approximately 15 years of growth. This medium-term harm would be contrary to Local Plan Policy LP14(b) and must be weighed in the planning balance.

#### Construction impacts

- 7.84 The applicant has submitted a Framework Construction Environmental Management Plan which proposes construction times of 07:00 – 19:00 hours Monday to Friday & 07:00 – 16:00 hours on Saturdays. The Environmental Health Officer notes that these differ from those within the applicant's Noise Impact Assessment which are 08:00 – 18:00 Mon – Fri and 08:00 – 13:00 on Saturdays. The shorter construction times set out in the Noise Impact Assessment are those which have been assessed in detail and consequently, a condition is recommended to limit construction to these hours only. A condition is also recommended to require a specific detailed Construction Environmental Management Plan is approved for each development phase.
- 7.85 Huntingdon Town Council has requested a robust construction traffic management plan is agreed for the construction phase that prohibits anyone involved in construction from parking in or accessing residential areas outside the application site; this is reasonable and can form part of the approval process for each phase's detailed Construction Environmental Management Plan.

#### Contaminated Land

- 7.86 The submitted Geoenvironmental Desk Study Report identifies some potential contamination issues that would require further investigation prior to any development, including an intrusive ground investigation to assess the soil chemistry and ground gas and water characteristics, together with an asbestos survey of the remaining farm buildings prior to demolition and an intrusive ground investigation

following their demolition. These can be secured by condition, along with any necessary remediation.

- 7.87 Summarising all of the above, subject to the recommended conditions, the proposal is considered to comply with Local Plan Policy LP14 and Huntingdon Neighbourhood Plan Policy E1 with the exception of the medium term impact on Waterloo Farm and the adjacent dwellings, whereby conflict with Local Plan Policy LP14(b) must be weighed in the planning balance.

### **Biodiversity and Ecology**

- 7.88 Local Plan Policy LP30 requires proposals to demonstrate that all potential adverse impacts on biodiversity and geodiversity have been investigated; to ensure no net loss in biodiversity; and provide a net gain where possible, through the planned retention, enhancement and creation of habitats and wildlife features, appropriate to the scale, type, and location of development. This aligns with the ecological and environmental policies at NPPF Section 15.
- 7.89 One internationally designated site lies within 2km of the site, namely the Portholme Special Area of Conservation (SAC) which has been designated for its lowland hay meadow habitat. A Habitats Regulations Assessment (HRA) has been undertaken in respect of the SAC.
- 7.90 Four nationally designated sites lie within 2km:
- Brampton Racecourse SSSI
  - Brampton Meadow SSSI
  - Portholme SSSI
  - Great Stukeley Railway Cutting SSSI.
- 7.91 Seven non-statutory designated sites are also located within 2km, including Hinchingsbrooke Gravel Pits and parts of Hinchingsbrooke Country Park.
- 7.92 Whilst Natural England has raised no objection, the Friends of Hinchingsbrooke Country Park and other public consultation responses raise concerns in respect of the effect on bats and otters.
- 7.93 Given these ecological sensitivities, the extensive habitat and protected species information submitted by the applicant has been reviewed in detail by an independent Ecology Consultant appointed by the Council.

### Baseline conditions

- 7.94 The site is predominantly intensive arable farmland, with additional habitats including:
- Hedgerows and field margins
  - Lines of trees and areas of woodland
  - Four ponds
  - Ditches and a watercourse
  - Farm buildings and hardstanding areas
- 7.95 The onsite habitats of highest ecological value identified in the applicant's Preliminary Ecological Appraisal comprise:
- The watercourse (a Priority Habitat of County-level importance)

- Mature and veteran trees (of County-level importance)
- Woodland, ponds, hedgerows and field margins (generally Local-level importance)

No hedgerows were classified as “important” under the Hedgerow Regulations. Approximately 500m of the A141 dual carriageway past the site is lit.

7.96 The applicant’s Preliminary Ecological Appraisal identifies potential for protected and notable species, including:

- Bats – roosting potential identified in trees and some buildings; the site also provides suitable commuting and foraging habitat;
- Birds – breeding and wintering bird interest, with confirmed use by barn owl;
- Great crested newts – historic records within on-site ponds;
- Reptiles – suitable habitat present; potential for common species;
- Otters – potential for occasional use of the watercourse;
- Hedgehog and brown hare – both priority species recorded or considered likely to be present.

7.97 Additional surveys have therefore been recommended and undertaken for bats, birds, reptiles, amphibians and invertebrates. Water voles are considered unlikely to be present. These detailed reports have been assessed by the Council’s Ecology Consultant, who has no objection to the survey methodologies and supports their findings.

#### Bats

7.98 Surveys identified common pipistrelle bats roosting in all three existing onsite buildings, being low-status but legally protected roosts. Four trees were inspected, with two having moderate potential (no bats present) and one low potential (no bats present). The wider site supports regular bat foraging and commuting, including common and soprano pipistrelles, Nathusius’ pipistrelle, Myotis species, and occasional barbastelle/noctule-type bats.

7.99 The bat survey contained a range of recommendations which are supported by the Council’s Ecology Consultant and can be summarised as:

- A bat licence will be required prior to the demolition of any roost-holding buildings
- Demolition and clearance works must be avoid during the hibernation season (Nov–Feb).
- Trees with roost potential must be checked immediately prior to removal.
- Dark flight corridors to be maintained, and bat-friendly lighting ( $\leq 2700\text{K}$ , avoid uplighting) used
- Bat boxes provided and bat-friendly planting as compensation/enhancement
- A preconstruction bat survey should be undertaken to ensure any mitigation can reflect the situation immediately prior to works commencing

7.100 Whilst the Friends of Hinchingsbrooke Country Park’s suggestion of restricted goods vehicle movements during dusk and dawn (April–October) and extend surveys to confirm bat commuting routes across the A141 are noted, these are not recommended or supported by the Council’s Ecology Consultant. It is noted that the

A141 is already lit passing the application site, and that vehicle volumes were more than double on this section of road prior to the A14 Huntingdon southern bypass opening. Notwithstanding these observations the Friends of Hinchingsbrooke Country Park continue to be concerned at the risk of bats being hit by vehicles on the A141, albeit this concern is not echoed by Natural England or the Council's Ecology Consultant.

### Birds

- 7.101 Surveys recorded a diverse assemblage of farmland and hedgerow birds, including several red-listed species of conservation concern:
- Skylark (S41, Red-listed)
  - Yellowhammer (S41, Red-listed)
  - Linnet (Red-listed)
  - House sparrow (Red-listed)
  - Starling (Red-listed)
  - Song thrush (S41)
- 7.102 Common hedgerow/scrub species were also recorded (whitethroat, blackcap, chiffchaff, goldfinch), reflecting the mix of hedgerows, margins, scrub and small ponds. The site is considered at least Local importance for breeding birds due to habitat diversity and presence of declining farmland species. The hedgerow–rough grass–arable mosaic provides important winter foraging habitat, especially in an intensively farmed landscape.
- 7.103 Barn owl activity was recorded, with use of existing barns as roost/nest structures and good foraging habitat in arable margins and rough grassland. Barn owls are treated as being of local importance.

### Reptiles

- 7.104 The applicant's desk study returned one grass snake record (*Natrix helvetica*) 1.09 km south of the Site. Field surveys identified some suitable reptile habitat (arable margins, woodland edges, scrub). Seven survey visits were completed using 100 artificial refugia, checked between April–June 2025. No reptiles were recorded during any survey visit.

### Amphibians and Invertebrates

- 7.105 The applicant's desk study returned 32 amphibian records within 2 km, including 28 great crested newt (GCN) records and 4 common frog records. A previous positive eDNA result for GCN (2019) exists for a pond on site. Four ponds were retested using DNA sampling, with three testing positive for GCN and the fourth Indeterminate due to lack of water (and therefore considered unsuitable for breeding). Common frogs were recorded in site ditches.
- 7.106 Because GCN are present a licence from Natural England would be required and an Impact Assessment Certificate for Planning (IACPC) will need to have been received by the Local Planning Authority, counter-signed by Natural England, prior to any planning permission being issued.

### Water voles

- 7.107 A desk study identified one historical water vole record within 2 km of the site, located 230m west of the boundary. Field surveys found no suitable habitat for water vole

within the site and no field signs (latrines, feeding remains, burrows, runways). The watercourses on site (ditches, Alconbury Brook) were recorded as largely unsuitable for water vole occupancy.

#### Otters

- 7.108 The Friends of Hinchingsbrooke Country Park highlight that otters were confirmed within the Country Park in 2025. The applicant's desk study confirms this, returned two otter records within 2 km and the closest being 10m south of the site, associated with the Alconbury Brook tributary. Field surveys found potentially suitable otter habitat along Alconbury Brook and Brampton Brook, plus some site ditches. No otter field signs (no spraints, slides, feeding remains, holts or couches). Although no individuals were detected on-site, the area forms part of a wider foraging and commuting corridor.
- 7.109 Potential long-term impacts on otters include disturbance from human activity and vehicle presence and pollution, particularly water quality effects. Controls would be required during construction to prevent pollution/run-off to Alconbury Brook and connected ditches and to manage noise, lighting, and disturbance in riparian areas. There would need to be permanent appropriate habitat management to maintain bankside vegetation and water quality once the development is occupied.
- 7.110 The Council's Ecology Consultant supports these controls. Additionally, the Friends of Hinchingsbrooke Country Park suggest maintaining a 10–15m riparian buffer along Alconbury Brook and keeping a dark buffer dark, in this location; these suggestions are reflected in the submitted parameters plans.

#### Ecological protection, mitigation and enhancement measures

- 7.111 The applicant proposes to address potential onsite ecological impacts through:
- Avoidance of high-value habitats where possible, particularly woodland, watercourses, ponds, trees and hedgerows;
  - Timing vegetation clearance to avoid bird nesting;
  - Development focused on areas of lower ecological value, such as arable land;
  - Construction Environmental Management Plan (CEMP) to control impacts during construction;
  - Landscape and Ecological Management Plan (LEMP) to secure long-term habitat management and monitoring;
  - Retention and enhancement of key habitat features and provision of new habitats, including hedgerows, ponds, wildflower grassland and ecological features such as bat boxes and log piles.
  - Licensing and mitigation strategies for bats and Great Crested Newts
  - New boxes for swifts, house sparrows, house martins and barn owls, incorporated within the Landscape and Ecological Management Plan
  - Farmland Bird Mitigation Strategy incorporating the creation of 10 skylark plots (16–24 m<sup>2</sup> bare ground patches) on or adjacent to the site, away from hedges/trees
  - A Great Crested Newt Mitigation Strategy
  - A detailed Lighting Strategy
- 7.112 Whilst Huntingdon Town Council's suggestion of restricted goods vehicle movements during dusk and dawn (April–October) and extend surveys to confirm bat commuting routes across the A141 are noted, these are not recommended or supported by the Council's Ecology Consultant or by Natural England.

7.113 Subject to securing appropriate mitigation by condition the proposed development is considered to comply with Local Plan Policy LP30 and Policy NE3 of the Huntingdon Neighbourhood Plan.

#### Biodiversity Net Gain

7.114 In accordance with Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021 and amended by the Levelling Up and Regeneration Act 2023, this development is subject to the mandatory requirement to deliver at least a 10% Biodiversity Net Gain (BNG). The submitted Biodiversity Metric Assessment demonstrates measurable net gains across all habitat types assessed.

7.115 In summary, the applicant proposes a 16.5% increase in habitat units overall, including a 15.6% increase in hedgerow units and a 21.1% increase in watercourse units. This is sufficient to demonstrate that a Biodiversity Net Gain can be delivered substantially in excess of the minimum requirement, and can be secured by condition.

7.116 Subject to securing Biodiversity Net Gain via conditions, the proposed development is considered to comply with Local Plan Policy LP30 and the requirements of the Environment Act 2021.

#### **Trees and Hedgerows**

7.117 Policy LP31 of the Local Plan states a proposal will be required to demonstrate that the potential for adverse impacts on trees, woodland, hedges and hedgerows has been investigated and where development has any adverse impacts in these regards, that they be minimised as far as possible. The applicant notes that the site is not located within a Conservation Area and there are no trees protected by TPO's present on site.

7.118 The Local Highway Authority has confirmed that, for the proposed new access roundabout to be formed, a section of the A141 to the south of that roundabout would need to be realigned westward into the site. This would inherently result in the loss of a substantial linear woodland parcel, to which the Tree Officer understandably raises concerns. In the absence of an acceptable alternative design solution, the harm caused by the unavoidable loss of that woodland (mitigated to some extent by significant areas of proposed new planting across the site) must be weighed in the planning balance.

7.119 Whilst the applicant's other onsite arboricultural proposals are largely acceptable, the Council's Tree Officer has expressed regret at the proposed loss of a large Category A Giant Redwood located centrally on the site. This concern is shared by Hinchingsbrooke Residents' Association. However, if the applicant is to provide the level development plateaux suitable for the proposed uses, that existing tree cannot be retained. In mitigation the applicant proposes to plant 6 no. replacement Giant Redwood trees (or similar native evergreen species such as Scots Pine or Juniper), which in principle the Tree Officer is content with. These can be secured by a specific condition, in addition to the usual conditions requiring landscaping reserved matters to be submitted and approved.

7.120 The Tree Officer also disagrees with some of the tree category assessments submitted by the applicant, notably in respect of mature willows adjacent to the river.

Some of the Category A trees could be considered as veteran within the meanings set out in the Environment Act (relating to Biodiversity Net Gain) and the NPPF. In reflection of this conflict of professional judgement it is appropriate to require a programme of remedial works to these trees, to extend their lifespan; a condition is recommended accordingly. Suitable root protection zones could be identified, secured and controlled within the remit of future reserved matters applications.

- 7.121 Huntingdon Town Council requests tall tree planting on the eastern side of the A141 from Spittals Interchange to the racecourse to reduce the visual impact of the development from Hinchingsbrooke and Hinchingsbrooke Country Park and maintain the current wooded horizon. Land on the eastern side of the A141 falls outside the applicant's ownership or control, but it is noted that the submitted parameters plans provide for significant new tree planting on the western side of the A141 within the site, which would serve a similar purpose and can be secured at reserved matters stage.
- 7.122 Overall then despite proposed mitigation measures and the recommended conditions, the proposed development would result in the loss of mature trees and would not therefore fully comply with Local Plan Policy LP31 or Policies NE3 and BE1 of the Huntingdon Neighbourhood Plan insofar as they spatially apply to the site. This harm must be weighed in the planning balance.

### **Heritage**

- 7.123 The decision on this application has to be made in accordance with section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (General duties as respects listed buildings and Conservation Areas in exercise of planning functions). Section 66(1) states, "*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*".
- 7.124 Section 16 of the NPPF (paragraphs 202 to 221) sets out principles and policies for conserving and enhancing the historic environment, in particular paragraph 212 which advises that 'great weight' should be given to the conservation of designated heritage assets; and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of significance of a designated heritage asset (including from development within its setting) should require clear and convincing justification (paragraph 213). Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 7.125 Paragraph 216 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 7.126 Local Plan Policy LP34 similarly requires great weight and importance to be given to the conservation of heritage assets and their settings.

### Listed buildings

7.127 Whilst there are no designated heritage assets on the application site itself, a 1.5km search surrounding the application site identifies:

- 4 Grade I listed buildings,
- 2 Grade II\* listed buildings,
- 48 Grade II listed buildings,
- 5 Scheduled Monuments, and
- 2 Conservation Areas.

7.128 The three Heritage Assets most likely to be impacted by the development are Waterloo Farmhouse (Grade II Listed), Church of St Bartholomew (Grade II\* Listed) and Alconbury House (Grade II Listed).

### Waterloo Farmhouse

7.129 The development will be approximately 340m to the southeast of Waterloo Farmhouse. The Conservation Officer advises that the closer fields offer the best setting to the farmhouse and that the wider countryside setting to the farmhouse also makes a contribution to the significance of the listed building as part of its historic agricultural context. The applicant's visualisations indicate that due to the relatively close proximity of the development to the listed building the proposed bund and tree planting is likely to offer moderately effective screening in the longer term. This could be made more effective with further development of the types of planting and building finishes at the reserved matters stage.

### Church of St Bartholomew (Grade II\* Listed)

7.130 The most significant setting to the Church of St Bartholomew is its churchyard. This is currently screened from the proposed development by thick planting to the south, located in the garden of Moat House. The planting is not protected though, and could be removed at any time or suffer natural degradation through disease or climate change. In anticipating long term conservation of the setting to the church it should not be relied upon to offer the same level of screening as at present. Without the existing planting the proposed development would form a dominant modern feature in the landscape, undermining the landscape setting and harming the significance of a traditional rural church. Taking a cautious approach, the potential harm to the significance of the church would be less than substantial.

7.131 More widely, the church is located on the southern edge of the ridge that forms the edge of the wide valley to the Alconbury Brook. The church tower is visible in wider views that will also include the proposed development which is therefore considered to be located in the wider setting to the church. The applicant's visualisations show that the church tower would be relegated to a secondary feature in the landscape against the massing, scale and bulk of the development. This would undermine the significance of the church being a key historic part of a small village in a rural landscape as it is currently experienced. Although the presence of other modern development is noted, consideration should be given to the contribution of the proposed development to the cumulative impact of 20th Century development within the setting of the church.

7.132 Historic England has specifically noted that the proposed development would be visually prominent within long-distance views, especially from Ermine Street, which

would cause a permanent change to the character of the church's wider setting. As this is an outline application, Historic England advise that impacts might be reduced at reserved matters stage through:

- Detailed building design,
- Landscaping, and
- Materials

This would not, however, remove all their concerns. Both Historic England and the Council's Conservation Officer agreed that the proposed development would result in less than substantial harm to the significance of the Grade II\* listed church.

#### Alconbury House (Grade II listed)

7.133 Alconbury House is similarly built on the southern edge of the ridge overlooking the valley to Alconbury Brook. That siting was deliberate, designed to allow views from and to the house across associated parkland and countryside. The house was initially a neo-classical villa, likely built for Sir Peter Burnell (later Lord Gwydir) as part of the English landscape movement. Built on a T-plan it faces the valley with a two storey bay punctuated with 'picture' windows to make the most of the 'romantic' pastoral views. In the mid nineteenth century it was enlarged, taking on the form of a small country house.

7.134 The proposed development would sit within the wider setting to Alconbury House and be clearly visible in views from the house and garden. The distance between the development and the house (approximately 3.5km) would to some degree mitigate the visual impact in those views. However, given the elevation of Alconbury House the scale and extent of the development is unlikely to be successfully screened from view and would clearly feature in the middle distance. Consequently, the proposed development would undermine the landscape setting to Alconbury House which contributes to our understanding of its 'raison d'être' and evolution. Under the terms of the NPPF the harm to its significance would be less than substantial.

#### Archaeology

7.135 The applicant has undertaken a large onsite archaeological evaluation of 482 trenches which revealed multi-period activity from the Early Neolithic to the Late Roman period, concentrated in five main areas. Key findings were:

- Early Prehistoric: Very limited activity; one Early Neolithic flint assemblage and two Late Bronze Age pits.
- Middle Iron Age: Two small settlement zones with post-built structures, pits, and pottery. These appear short-lived.
- Late Iron Age–Early Roman: Major expansion with substantial enclosure systems, roundhouses, pits, and a Roman inhumation plus scattered human bone. Sites 2 and 5 represent significant settlement areas.
- Later Roman (2nd–4th century AD): Settlement contracted to a single dense zone (Site 3), with large enclosures and abundant pottery, fired clay, and animal bone.
- Medieval/Post-medieval: Mostly ridge-and-furrow, boundary ditches, and later quarry pits; limited finds.

7.136 The site contains multiple phases of prehistoric and Roman rural settlement, with the most substantial activity occurring in the Late Iron Age–Early Roman period and a strong later Roman focus in the west. Post-Roman use was entirely agricultural. The County Archaeologist has confirmed that the submitted archaeological evaluation report is satisfactory and that archaeological remains identified, while significant, are not of equivalent significance to a designated asset (as per NPPF footnote 75). A programme of archaeological excavation and recording and/or preservation in situ is appropriate, which can be secured by condition.

#### Conservation Areas

7.137 No material impact on the character and appearance of any Conservation Area, or its setting, has been identified by the Council's Conservation Officer.

7.138 Taking all the above into account, notwithstanding the conditions recommended within this report, the proposed development would cause harm to the settings of a number of designated heritages contrary to Local Plan Policy LP34. That harm must be weighed in the planning balance in accordance with NPPF paragraph 215.

#### **Developer Contributions**

7.139 The development would be CIL liable in accordance with the Council's adopted charging schedule, with the liability to be calculated once reserved matters have been approved for each phase.

7.140 In order to mitigate the site-specific impacts of the proposed development, the following Heads of Terms have been identified from various consultations responses and an Officer assessment:

#### Construction and End User Employment and Skills Plans

- Supported by monitoring on an agreed basis delivering significant employment and skills outcomes during both the construction and end user phases of this development, including apprenticeship opportunities, local employment, local subcontracting and support for local VCSE sector organisations and projects.

#### Public Transport

- An Interim Bus Strategy and a Permanent Bus Strategy, requiring either contracted provision of an appropriate bus service or a financial contribution to the Combined Authority of £1,960,000 to subsidise that service
- A financial contribution to the County Council for their monitoring of the development's Travel Plan

#### Highways works

- Requirement to enter s278 Agreement to deliver improvements to A141 comprising
  - The principal vehicular, cycle, and pedestrian access to the development including provision of a new underpass connecting across the A141 (including restoration of a previously severed right of way)
  - Capacity enhancements at the A141/Ermine Street roundabout, including widened approach/exit lanes on specified arms and an enhanced pedestrian crossing
  - Capacity enhancements at the A141/Washingley Road roundabout

- Capacity enhancements at the A141/Kings Ripton Road signalised junction, including widened/amended approach lanes on the A141 and an enhanced pedestrian crossing
- An application for a Traffic Regulation Order to be submitted to reduce the speed limit on the A141 from 70mph to 50mph on the approaches to the new development access roundabout
- A Signage Strategy to clearly direct goods vehicles to/from the strategic road network and highlight the existing 7.5t weight limit on Views Common Road
- Improvements to the existing A1307 overbridge north of the site to include appropriate lighting

#### Travel Planning

- Measures, and ongoing monitoring delivering long-term active travel and public transport commitments to support the Site and locality.

#### Flamsteed Drive Footway/Cycleway Link and Play Area Enhancements

- Measures to provide a footway/cycleway link to Flamsteed Drive and to secure enhancements to (or replacement of) the existing play area situated on the Council-owned land located to the southeast of the Site.

#### Hinchingbrooke Country Park Footway/Cycleway Enhancements

- 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

#### Biodiversity Net Gain

- Monitoring contribution relating to the monitoring of the Habitat Management and Monitoring Plan secured separately by condition

#### **Other Matters**

##### Need

- 7.142 The applicant's *Employment Land Needs and Economic Benefits Assessment* report (September 2025) sets out a clear need for the proposed development in the context of a severe undersupply of large units. The report evidences vacancy rates for large industrial units (100,000+ sq ft) in Huntingdonshire & Peterborough having been below 5% for over a decade (and usually below 2%), demonstrating a consistently low level of supply. At the time of writing only one modern large unit was available across the whole market area and much existing stock is old, small, and outdated, especially in Huntingdon.
- 7.143 The report demonstrates that take-up exceeds supply; that new premises have been quickly absorbed; and that rents continue to rise, signalling strong demand and constrained supply.
- 7.144 Using market-based modelling (completions, absorption, suppressed demand), the report asserts that there is an Industrial Market Area Need (Huntingdonshire + Peterborough) to 2046 of between 1,570,000sqm and 2,510,000sqm of large-unit floorspace. Apportioning that need to Huntingdonshire alone based on existing stock patterns would suggest a need of between 638,000sqm (baseline scenario) and 1,028,000 sqm (growth scenario). Current supply identified as relevant pipeline space does not exceed 45,000 sqm, giving a modelled shortfall of between

593,000sqm (baseline) and 983,000sqm (growth).

- 7.145 The clear conclusion that can be drawn from this evidence is that a substantial release of new employment land is urgently required. This is considered to carry significant weight.

#### Fire hydrants

- 7.146 Whilst Cambridgeshire Fire & Rescue Service has not commented on this application, it is standard practice to impose a condition securing the provision of fire hydrants in accordance with Policy LP12 of the Local Plan.

#### Community safety

- 7.147 NPPF Para 135(f) requires that planning 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.
- 7.148 The application has been assessed by Cambridgeshire Constabulary who raise no objections in principle, subject to further consideration at reserved matters stage.
- 7.149 Huntingdon Town Council, Hinchingsbrooke Residents' Association and a number of residents have raised concerns about the potential for crime and disorder at the proposed A141 underpass.
- 7.150 In this respect the Constabulary has raised no objection, but has recommended that footway/cycleway routes should be as straight and as short as possible with a minimum width of 3m to avoid potential physical conflict points as pedestrians pass each other. Good lighting will facilitate natural surveillance and enable people to identify a specific risk but for the most part and in a very reassuring way it also serves to enable people to see that they are safe. The general alignment of the proposed underpass and its approach paths accords with this advice, and details of its lighting can be secured by the recommended lighting condition.
- 7.151 Additionally the Constabulary advises that CCTV, whilst not a universal solution to security problems, can help deter vandalism or burglary and assist with the identification of culprits once a crime has been committed. The provision and effective use of CCTV fits well within the overall framework of security management and a CCTV strategy condition (to include CCTV coverage of the underpass) is recommended accordingly.
- 7.152 In light of the Constabulary's advice and subject to the recommended mitigation measures it is considered that the proposed development would not impact adversely on the safety and security of its users or the general public and therefore it is in accordance with Local Plan Policy LP14.

#### Environmental Sustainability

- 7.153 Local Plan Policy LP12 provides policy support for applications that can demonstrate sustainable design and construction methods including in respect of the efficient use of energy, water and other resources, with a minimum of BREEAM "Good". The Council's recently-published Technical Advice Note on Environmentally Sustainable

Design and Construction builds on this and provides practical additional advice.

- 7.154 The applicant's Framework Sustainability Strategy sets out several key objectives including:
- Reducing carbon emissions
  - Enhancing biodiversity
  - Promoting wellbeing.
- 7.155 Their strategy mandates minimum BREEAM "Excellent" certification, EPC rating 'A', and operational net zero carbon compliance. It targets embodied carbon below 400kgCO<sub>2</sub>/m<sup>2</sup> and at least 15% biodiversity net gain, exceeding current policy requirements. Design principles incorporate PV-ready roofs, natural daylighting, WELL Building Standards, and EV charging infrastructure (20% active, 80% passive). Waste reduction measures aim for 95% diversion from landfill during construction, while smart metering and sustainable procurement policies reinforce resource efficiency.
- 7.156 In going beyond the minimum BREEAM "Good", the applicant's Framework Sustainability Strategy demonstrates the scheme's ability to accord with the Council's recently-published Environmentally Sustainable Design & Construction Technical Advice Note and therefore benefits from the policy support set out in Local Plan Policy LP12.

#### Training and skills

- 7.157 The Local Plan does not contain any specific policy in relation to training and skills, albeit both the Council and the Combined Authority have published various documents that provide general support. The
- 7.158 The applicant's Construction Phase Social Value Framework sets out a detailed Employment and Skills Plan built around four commitments:
- Inward investment through local subcontracting
  - Inspiring the next generation via careers events and work experience
  - Prioritising local employment and apprenticeships
  - Supporting community initiatives.
- 7.159 Proposed activities include "meet the buyer" events, mentoring, site visits, and partnerships with schools, colleges, and VCSE HDC, Job Centre Plus, and Cambridge Regional College to ensure opportunities are accessible and aligned with local economic priorities. These measures aim to maximise local participation in the construction supply chain and create pathways into high-value employment sectors. They are supported by the Council's Economic Development Team, the Careers Hub at the Cambridgeshire & Peterborough Combined Authority, and the construction skills-focussed CIC *Constructed Pathways*.

#### Health Impact Assessment

- 7.160 A Health Impact Assessment has been submitted in accordance with Local Plan Policy LP29, which cross-references various aspects of the scheme with other Local Plan policies.

## **Planning Balance**

- 7.161 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

### Benefits

- 7.162 The development would contribute significantly to the delivery of employment opportunities in line with Local Plan Policy LP1 and the Huntingdonshire Economic Growth Strategy. The outline planning application is designed to provide flexibility and adaptability at reserved matters stage, catering to a range of occupiers and supporting local economic growth.
- 7.163 Evidence submitted with the application demonstrates that there is a clear, compelling and urgent need for large-scale industrial and logistics development in Huntingdonshire, to which this site could make a meaningful and positive contributing.
- 7.164 This development supports the Strategy's ambition to create a resilient, inclusive, and sustainable local economy by bringing forward new employment land that responds to market demand for industrial and logistics uses. It would play an important role in strengthening and diversifying Huntingdonshire's employment base, providing a range of job opportunities and supporting both business retention and inward investment within the district.
- 7.165 Substantial business rates are anticipated, estimated as between £5M and £6M per annum when calculated on the basis on £47/sqm rateable value and depending on the final mix of uses. The applicant has provided recent evidence of similar schemes in nearby Counties to which the Valuation Office Agency has attributed rateable values in excess of £85/sqm, which if applied in this location would potentially increase that business rate revenue to between £9M and £10M per annum. Setting rateable values is a matter for the Valuation Office Agency, not the District Council.
- 7.166 These economic benefits, including significant local job creation estimated at between 2,371 and 3,287 onsite jobs, individually and cumulatively carry substantial weight in the planning balance. Members will note that the Council's Community Infrastructure Levy Charging Schedule has a zero rating for "B-class" employment uses; noting this fulfils the legal requirement to give this regard (Town and Country Planning Act 1990 Section 70(2)).
- 7.167 In addition to economic benefits, the proposed development would deliver environmental and social benefits.
- 7.168 The development is capable of achieving measurable net gains across habitats, hedgerows, and river features, exceeding the statutory 10% BNG requirement. Additional biodiversity enhancement measures are also proposed.
- 7.169 A significant proportion of the site is dedicated to soft landscaping, including structural buffer zones, swales, and amenity areas for leisure use. Local Plan Policy LP3 provides specific policy support accordingly.

7.170 The proposed development includes off-site highway works to upgrade footpath and cycleway links which would enhance pedestrian and cycle infrastructure.

7.171 Enhanced bus services to/from the site would be available for public use.

#### Harms

7.172 Less than substantial harm has been identified in respect of the setting of one Grade II\* listed building and two Grade II listed buildings. Considerable importance and weight must be given to the statutory duties under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, applying Section 16 of NPPF (2024).

7.173 Despite the applicant's proposed landscape mitigation measures, residual moderate adverse landscape and visual effects would remain, for up to Year 15 post-development. This conflicts with Local Plan Policies LP10(b), LP11 and LP12, and Policies NE3 and BE1 of the Huntingdon Neighbourhood Plan (insofar as they spatially apply)

7.174 Waterloo Farm and two further dwellings approximately 300m to the north-east would experience harm to their setting with a magnitude of that impact that landscape screening would effectively mitigate until approximately 15 years of growth. This medium term harm would be contrary to Local Plan Policy LP14(b).

7.175 The proposed development would result in the loss of mature trees, including a linear woodland on the northern side of the A141 and a Category A Giant Redwood, contrary to Local Plan Policy LP31 and Policies NE3 and BE1 of the Huntingdon Neighbourhood Plan insofar as they spatially apply to the site.

7.176 Other forms of harm have been identified through public consultation and technical consultee responses which, for the reasons set out in this report, are considered capable of mitigation.

7.177 Not all developments are entirely without harm or entirely without benefit. In reaching a recommendation, the identified harm has been carefully balanced against the benefits of the development. In this case, the cumulative benefits are considered sufficient to outweigh the identified harms.

7.178 Having fully assessed all three objectives of sustainable development; economic, social and environmental within this report, the proposed development would achieve these overarching objectives, and Officers consider the collective material benefits of the proposed development firmly outweigh the identified harm. When considered holistically the proposal represents sustainable development and is therefore recommended for approval subject to conditions and a Section 106 agreement.

## **8. RECOMMENDATION - POWERS DELEGATED to the Head of Planning, Infrastructure & Public Protection to APPROVE subject to conditions, completion of a Section 106 obligation and receipt of an Impact Assessment Certificate for Planning (IACPC) from Natural England in respect of Great Crested Newt mitigation:**

1. Reserved Matters (appearance, landscaping, layout, and scale) to be approved

2. Time limit
3. Approved plans
4. Design Code compliance
5. Landscape and Ecological Management Plan (LEMP)
6. Advanced structural planting prior to commencement
7. On-plot landscape delivery
8. Phase-specific detailed soft and hard landscaping schemes
9. 6 no. replacement Giant Redwood trees
10. Tree protection measures
11. Detailed earthworks strategy
12. Finished floor levels
13. Minimum 10% roof mounted PV
14. Maximum floorspace quantum
15. Site-wide Biodiversity Net Gain plan
16. Phase-specific Biodiversity Net Gain plans
17. Habitat Management and Monitoring Plan
18. Preconstruction Bat Survey
19. Provision of skylark plots
20. Detailed Site Wide Surface Water Drainage Scheme
21. Individual Phase/Plots – Drainage Details
22. Post-Installation Drainage System Validation
23. Phase-specific/building-specific Water Resources Statement
24. Fire hydrants
25. Foul water drainage strategy
26. Phasing plan
27. Construction Environmental Management Plan (CEMP)
28. Construction limited to 08:00 – 18:00 Mon – Fri and 08:00 – 13:00 on Saturdays
29. Phase-specific noise reports and mitigation
30. Phase-specific air quality reports and mitigation
31. Lighting strategy
32. Electric Vehicle Charge Points
33. Phase-specific access provision
34. Detailed pedestrian and cycle connections
35. Detailed underpass design, including lighting
36. CCTV scheme
37. Building-specific Travel Plans
38. Changing and showering provision
39. Secure cycle parking
40. BREEAM Excellent compliance
41. Phased archaeological investigations and recording
42. Demolition Method Statement compliance
43. Piling Method Statement
44. Contamination site investigations
45. Soil Management Strategy
46. Screening of external storage
47. Off-site highways mitigation scheme (Local Highway Authority network)
48. Off-site junction mitigation works (Strategic Road Network)
49. *Any other conditions the Head of Planning, Infrastructure & Public Protection considers necessary*

OR

**REFUSE** in the event that the obligation referred to above has not been completed and the Applicant is unwilling to agree to an extended period for determination, or on the grounds that the Applicant is unwilling to complete the obligation necessary to make the development acceptable.

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs

**CONTACT OFFICER:**

Enquiries about this report to **James Croucher** (Interim Development Management Team Leader Strategic Team) [james.croucher@huntingdonshire.gov.uk](mailto:james.croucher@huntingdonshire.gov.uk)

[REDACTED]

**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)**  
**Brookfield Farm Ermine Street Great Stukeley Huntingdon PE28 4AB**  
**Consultation closes 29th October 2025**

Recommend approval on the basis of policy E1, but conditional on the following:  
We also request that the applicants and Huntingdonshire District Council approach the owners of the Hinchingsbrooke Business Park about allowing access through the gate off Parkway off the estate at peak times.

We also request, because of the size of the proposal and its wide-ranging impacts, that this matter be considered by the Development Management Committee.

1. Further study of the potential flooding impact including other developments in the area.
2. The implementation of appropriate noise mitigation measures, in particular for Flamstead Drive because of the underpass, and consideration of noise abatement boards.
3. A condition for a robust traffic management plan for the construction phase that prohibits anyone involved with the construction from parking in or accessing Hinchingsbrooke.
4. Improved signage for the weight limit on the A1307 between Hinchingsbrooke Park Road and Spittals Interchange, and enforcement via ANPR, with appropriate funding via a S106 agreement.
5. A report into the potential for constructing a road from Parkway to the A1307, bearing in mind the requirement for developments over 200 houses to have 2 access points as per Cambridgeshire Highways Development Management General Principles for Development, with appropriate funding via a S106 agreement.
6. A report into the potential for replacing the interchange between Views Common Road, Brampton Road, and Hinchingsbrooke Road with a roundabout, with appropriate funding via a S106 agreement.

7. An S106 contribution to improving cycling infrastructure across Huntingdon as a whole to improve non-motorised access to the site for workers.

[Redacted]

## Huntingdon Town Council Comments – 20<sup>th</sup> January 2026

**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**

Recommend support on the basis of economic development, jobs, skills, accessible landscaped areas, and sustainable travel (Huntingdon Neighbourhood Plan E1, BE1, partially TT1), welcoming the changes to the plans, natural areas including use of native species, SuDS, and the significant number of jobs, and significant investment in skills; however, the development does need mitigation, and so our support is conditioned on the following conditions being imposed in order to ensure that the requirements of BE2, NE3 and TT1.

To fulfil BE2 and TT1

- a requirement that consideration be given to the impact of flooding on the proposed A141 underpass including alternative routes during flooding (BE2(4), TT1)
- the s106 or s278 agreement to include funding for improved signage for and enforcement of the weight limit on the A1307 between Hinchingbrooke Park Road and Spittals interchange (BE2(4), TT1)

To fulfil TT1

- a requirement for a contribution to improving active travel infrastructure across Huntingdon for workers coming to the development so that the targets for pedestrian and cycle traffic are met (TT1)
- a requirement to consult with the CPCA and Cambridgeshire Bus Alliance ahead of any reserved matters applications on the location, number, and equipment of bus shelters given likely usage patterns at the site (TT1)

To fulfil NE3

- a requirement that there is a full noise impact assessment ahead of any reserved matters application, and appropriate mitigations identified in that assessment are included in those assessments (NE3)
- separately, a requirement that there be noise mitigation measures such as noise abatement boards to cover Flamstead Drive (NE3)
- a requirement that there be no negative impact on Hinchingbrooke Country Park (NE3)
- a requirement for tall tree planting on the eastern side of the A141 from Spittals to the racecourse to reduce the visual impact of the development from Hinchingbrooke and Hinchingbrooke Country Park and maintain the current wooded horizon. (NE3)

- a requirement that the issues raised from the Friends of Hinchingsbrooke Country Park about the number of connections between the park and the new park areas are addressed to the satisfaction of HDC. (NE3)
- a requirement that the development reduces the working hours on the site and incorporates a dark skies policy during closing times to reduce the effect on the bats within the nearby conservation area Bobs Wood, Hinchingsbrooke Park. (NE3)

During construction to fulfil BE2

- a requirement that there be a robust construction traffic management plan agreed by HDC for the construction phase that prohibits anyone involved in construction from parking in or accessing the area outlined in red in the image (area1.png)

Additionally, we require the following considerations are made.

- Consideration of a name change of the site to Brookfield Logistics Park to ensure that the focus of Hinchingsbrooke is kept as a nature conservation area.
- Consideration of a different route across the A141, possibly the previously proposed Toucan Crossing, to prevent the potential increase of crime and disorder in the currently proposed underpass.
- Consideration of the retention of the existing layby on the A141. If this is not an appropriate request, Huntingdon Town Council would ask for an explanation of why this must be removed from the highway.
- Consideration be given for the effect on residents of the Hinchingsbrooke estate of units 2E and 3D. We ask for the removal of these units, and, if unsuitable, then a requirement be made that these units are the shortest on the site, due to the potential for loss of light and an adverse impact outside the Hinchingsbrooke Estate spatial planning area.

[REDACTED]

[REDACTED]

[REDACTED]

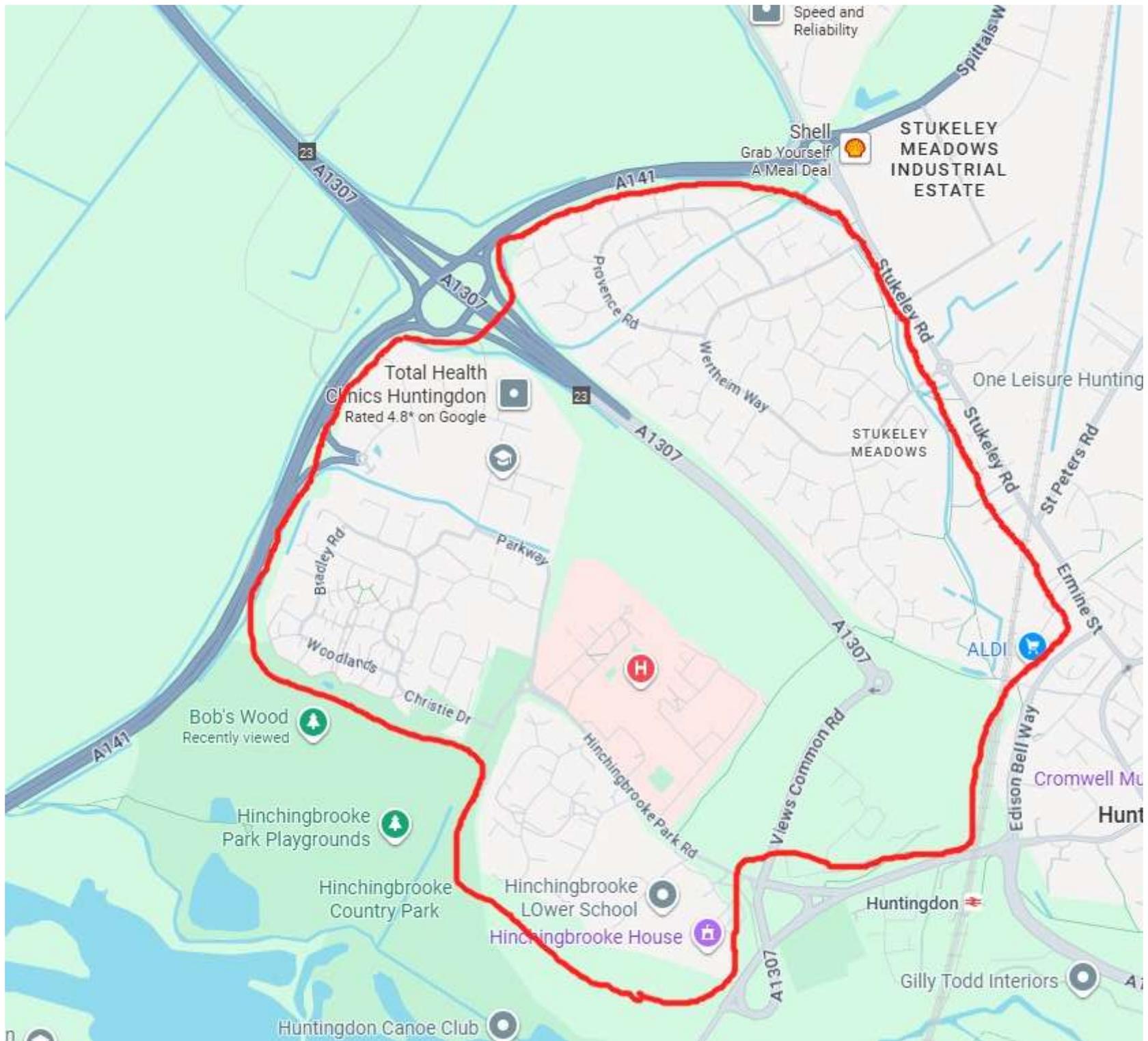
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

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**From:** [REDACTED] <clerk@thestukeleys-pc.gov.uk>  
**Sent:** 07 November 2025 11:32  
**To:** [REDACTED]  
**Subject:** Fw: Planning Permission Consultation - Brookfield Farm Ermine Street Great Stukeley (ref 25/01922/OUT)

Hi [REDACTED]  
Please see below Stukeleys Parish Councils objection to the above planning application.

Many Thanks  
[REDACTED]  
Clerk of Stukeley PC  
[REDACTED]

---

**From:** clerk@thestukeleys-pc.gov.uk <clerk@thestukeleys-pc.gov.uk>  
**Sent:** Tuesday, November 4, 2025 4:15 pm  
**To:** 'DMAdmin' <Development.ManagementAdmin@huntingdonshire.gov.uk>  
**Subject:** RE: Planning Permission Consultation - Brookfield Farm Ermine Street Great Stukeley (ref 25/01922/OUT)

Stukeley Parish Council objects to this application on the following grounds:  
**Flood Risk:** The potential flooding impact has not been sufficiently assessed, particularly in relation to this and other nearby developments. A more detailed study is required.  
**Traffic Impact:** The development is likely to increase traffic on the surrounding roads. A comprehensive traffic management plan must be approved as a condition of any consent.

Many Thanks

Kind Regards

[REDACTED]  
Clerk of Stukeley PC  
[REDACTED]

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**From:** DMAdmin <Development.ManagementAdmin@huntingdonshire.gov.uk>  
**Sent:** 09 October 2025 15:03  
**To:** clerk@thestukeleys-pc.gov.uk  
**Subject:** RE: Planning Permission Consultation - Brookfield Farm Ermine Street Great Stukeley (ref 25/01922/OUT)

Hi [REDACTED]  
4<sup>th</sup> November should be fine. I will inform the case officer who will be in touch if any concerns.

Thanks  
[REDACTED]

**From:** [clerk@thestukeleys-pc.gov.uk](mailto:clerk@thestukeleys-pc.gov.uk)  
**To:** [DMAdmin](#)  
**Subject:** Re: Planning Permission Consultation - Brookfield Farm Ermine Street Great Stukeley (ref 25/01922/OUT)  
**Date:** 13 January 2026 10:29:51

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Stukeley Parish Council had no comments on this application, however, it was noted that a secondary access should be provided, as the current entrance to and from the development is considered unsuitable.

Many Thanks

Kind Regards



Clerk of Stukeley Parish Council  
[clerk@thestukeleys-pc.gov.uk](mailto:clerk@thestukeleys-pc.gov.uk)



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**From:** [Dmadmin@huntingdonshire.gov.uk](mailto:Dmadmin@huntingdonshire.gov.uk) <[Dmadmin@huntingdonshire.gov.uk](mailto:Dmadmin@huntingdonshire.gov.uk)>  
**Sent:** 29 December 2025 12:19 PM  
**To:** [clerk@thestukeleys-pc.gov.uk](mailto:clerk@thestukeleys-pc.gov.uk) <[clerk@thestukeleys-pc.gov.uk](mailto:clerk@thestukeleys-pc.gov.uk)>  
**Subject:** RE: Planning Permission Consultation - Brookfield Farm Ermine Street Great Stukeley (ref 25/01922/OUT)

Dear Parish Clerk,

Please find correspondence from Development Management at Huntingdonshire District Council attached to this email in relation to the following application for planning permission.

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.

Site Address: Brookfield Farm Ermine Street Great Stukeley

Reference: 25/01922/OUT

Opting out of email correspondence

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## Alconbury Parish Council

[www.alconburyparishcouncil.gov.uk](http://www.alconburyparishcouncil.gov.uk)

[parishclerk@alconburyparishcouncil.gov.uk](mailto:parishclerk@alconburyparishcouncil.gov.uk)

18<sup>th</sup> November 2025

To: Huntingdonshire District Council

Dear Sir/Madam

### **Planning Application 25/01922/OUT Hinchingsbrooke Logistics Park (HLP) – OBJECTION**

Alconbury Parish Council wishes to register its objection to the outline planning application submitted by Newlands Developments for the proposed Hinchingsbrooke Logistics Park at Brookfield Farm, Ermine Street, Great Stukeley.

Whilst we recognise and welcome the principle of sustainable employment growth in Huntingdonshire, particularly the creation of jobs for local residents, we believe that this proposal, both in scale and location, is inappropriate, unsustainable, and premature in the context of the existing and emerging local plan framework.

#### **1. Scale and Visual Impact – Building Heights Incompatible with Local Character**

The proposed heights of the buildings, some up to 24 metres, are excessive and entirely out of keeping with both the immediate surroundings and the established character of Hinchingsbrooke and its adjoining landscape.

For comparison, national TV news channels have widely reported on the warehouses at Tyldesley are only around 18-metres high and have generated significant public opposition due to their dominating scale. Similarly, in Milton Keynes, an 18-metre warehouse at Blakelands was described in a council review as *“oppressive”* and a *“monstrosity.”*

At 24-metres, the proposed buildings on Hinchingsbrooke Logistics Park would be one third taller and visible for miles around, particularly from residential areas such as Flamstead Drive, Bliss Close and The Glades.

Such vertical massing would erode the rural setting of Hinchingsbrooke Country Park and the transition between the urban edge of Huntingdon and open countryside to the west. The Parish Council considers this contrary to the Huntingdonshire Design Guide SPD and to Local Plan policies Design Concept LP 11 and Design Implementation LP 12 concerning landscape character and settlement identity.

#### **2. Flood Risk and Water Management**

The Alconbury Brook Flood Group (ABFG) has already identified the proposed site as being at moderate to high flood risk, with floodwaters often retained on or near this site for extended periods during peak flow events. The site forms part of a wider natural floodplain and ecological corridor along the Alconbury Brook.

We are particularly concerned that the submitted Environmental Statement downplays the residual flood risk and fails to demonstrate how the development will integrate with existing and proposed flood mitigation strategies downstream.

The Parish Council endorses the ABFG's position that:

- Significant additional mitigation beyond minimum policy compliance is required;
- Smart drainage systems, rainwater storage and permeable surfaces must be integral, not optional.

We further note and endorse the detailed technical observations submitted by the Alconbury Brook Flood Group to both Newlands Developments and HDC, which demonstrate unresolved surface water and flood storage concerns.

Given the recent flooding events across the Alconbury and Hinchingsbrooke catchments, approving a logistics park of this scale without comprehensive hydrological modelling and flood resilience design would be reckless and contrary to national planning guidance (NPPF paragraphs 170-182).

### **3. Cumulative Impact of Development – Need for Strategic Assessment**

The cumulative impact of this proposal has been seriously underestimated by the applicant.

The Environmental Statement's conclusion (produced by David Lock Associates dated September 2025) that *"the Proposed Development would have few adverse effects of more than minor or moderate significance"* is demonstrably inaccurate when considering:

- The ongoing redevelopment of Hinchingsbrooke Hospital;
- The A141 & St Ives Improvements Scheme proposal;
- Planned housing growth at Alconbury Weald; and
- The emerging North Huntingdon Growth Cluster identified in the draft Local Plan (currently under consultation) which includes both allocated and unallocated sites.

Taken together, these projects represent a major concentration of development on the north-western side of Huntingdon, all of which will funnel traffic towards and through the A1307 and Hinchingsbrooke Park Road (HPR) corridor, a road network that already operates at or beyond capacity.

It is entirely inappropriate to consider the HLP application in isolation when its impacts clearly interact with the cumulative traffic, pollution, and amenity pressures of these other developments. Indeed, the Parish Council does not accept that *"in overall terms, the outcome of the EIA is that significant beneficial effects would be substantial, while significant adverse effects would be few and limited, such that its beneficial effects would outweigh its adverse ones."*

A comprehensive strategic transport assessment covering the whole North Huntingdon Growth Area should be undertaken before any further large-scale development is consented.

### **4. Highway and Access Constraints**

The Parish Council shares local residents' concerns that Hinchingsbrooke Park Road remains the only vehicular access for thousands of residents, hospital staff and visitors, school traffic, and emergency services. The addition of substantial HGV and van traffic to this constrained network would cause further congestion, worsen air quality around schools and the hospital, and increase risks to emergency response times.

The development's reliance on the A1307 and Views Common Road, both already under strain, is unsustainable. Enforcement of existing weight limits and the long-overdue provision of a second access road to the Hinchingsbrooke estate, must be prerequisites before any further expansion in traffic-generating development is permitted.

## **5. Prematurity and Conflict with Emerging Policy**

The site lies outside the current Local Plan allocation and sits on high-quality agricultural land. Proceeding with this proposal now would pre-empt decisions being made through the Draft Local Plan Preferred Options, which is currently under public consultation.

The Draft Local Plan identifies the North Huntingdon Growth Cluster as a strategic focus for coordinated employment and housing development. Granting permission for HLP at this stage would undermine the plan-led process, set an undesirable precedent for unallocated industrial development, and compromise the strategic spatial vision that Huntingdonshire District Council and Cambridgeshire County Council are currently consulting on.

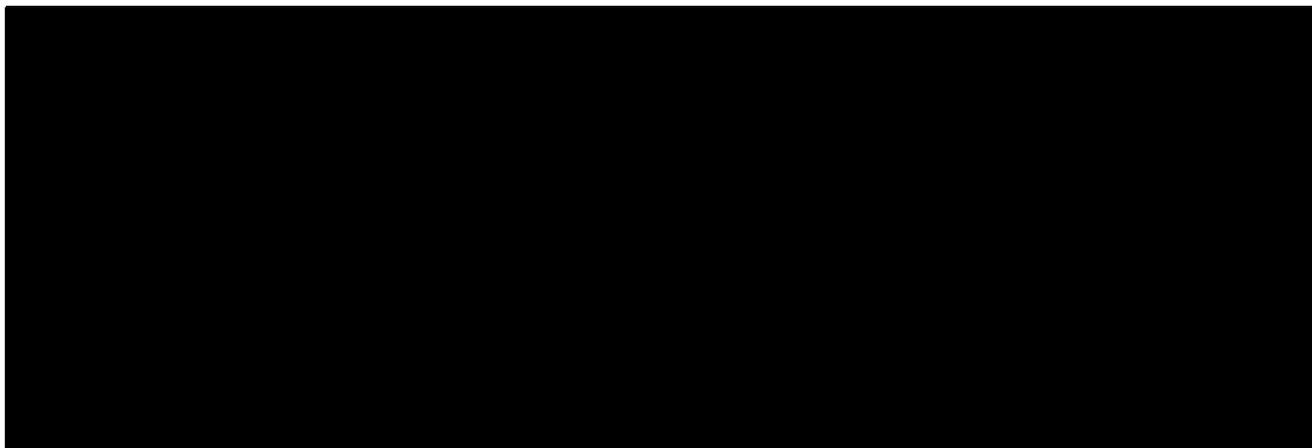
## **Conclusion**

For the reasons set out above - with particular regard to the excessive building heights, the unresolved flood risk, the unmitigated cumulative impact on road infrastructure and the proposal's conflict with the emerging spatial strategy - Alconbury Parish Council objects to the outline application for Hinchingsbrooke Logistics Park.

We respectfully request that Huntingdonshire District Council refuse this application or defer its determination pending the completion of a comprehensive cumulative impact and flood risk assessment aligned with the Draft Local Plan and North Huntingdon Growth Cluster.

Yours faithfully

Alconbury Parish Council





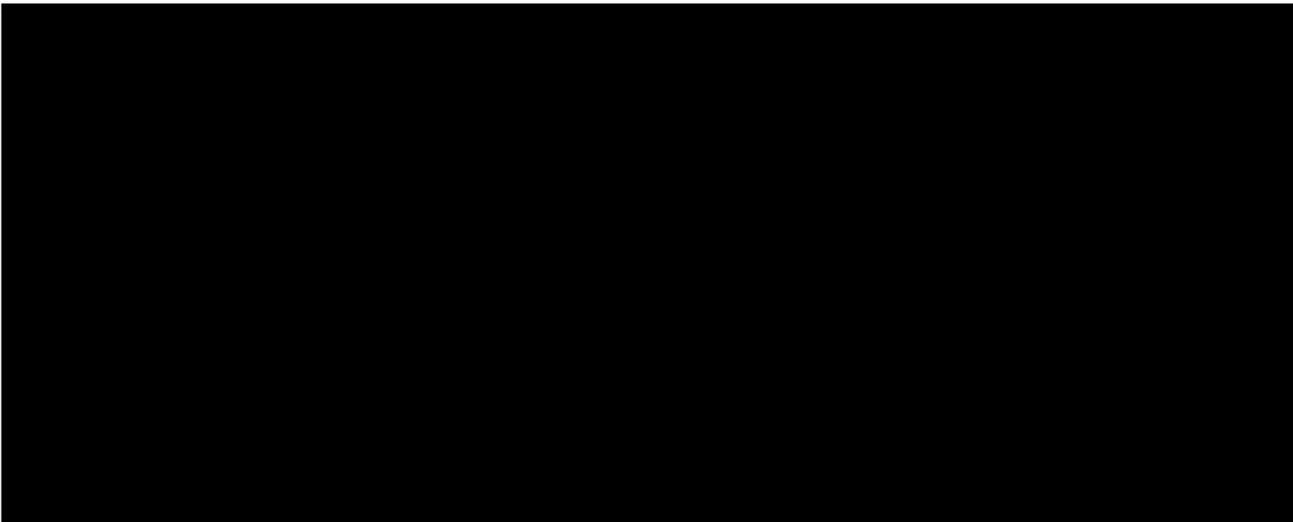
## Alconbury Parish Council

[www.alconburyparishcouncil.gov.uk](http://www.alconburyparishcouncil.gov.uk)

[parishclerk@alconburyparishcouncil.gov.uk](mailto:parishclerk@alconburyparishcouncil.gov.uk)

28 January 2026

To: Huntingdonshire District Council



Dear Sir/Madam,

### **Planning Application 25/01922/OUT – Hinchingsbrooke Logistics Park (HLP) Further Objection from Alconbury Parish Council**

Alconbury Parish Council writes further to its formal objection submitted in November 2025 in respect of the above outline planning application. This additional representation is intended to assist the Development Management Committee by drawing attention to material cumulative transport, safeguarding and infrastructure impacts which remain unresolved and which, in the Parish Council's view, have not been adequately or robustly assessed.

In particular, the Parish Council considers that the application must be assessed in the context of the North Huntingdon Growth Cluster, as identified in the Huntingdonshire District Council Preferred Options Local Plan to 2046. The Cluster explicitly anticipates multiple employment, housing and infrastructure proposals coming forward within the same geographic area. It follows that development proposals within the Cluster cannot be considered in isolation and that planning authorities have a clear duty to consider cumulative impacts on transport networks, communities and essential services.

## **1. Existing highway constraints at Hinchingsbrooke Estate**

The Parish Council wishes to formally reference and support the detailed concerns raised by the Hinchingsbrooke Residents' Association, whose members experience the day-to-day reality of the transport network adjacent to the proposed development site.

The Parish Council further notes the recent representation made by the Interim Chair of the Hinchingsbrooke Residents' Association to Huntingdon Town Council, which highlighted residents' strong objection to the use of the name "Hinchingsbrooke Logistics Park". The site at Brookfields Farm has never historically formed part of Hinchingsbrooke Estate and the Parish Council endorses the request made on behalf of residents that the development be renamed. This will avoid misleading any association with the established residential area.

Hinchingsbrooke Estate comprises approximately 2,000 residents living in over 800 properties, yet is served by a single vehicular access route of Hinchingsbrooke Park Road. This single route must already accommodate, often within the same peak periods:

- Commuting movements of approximately 2,000 hospital staff and access for patients and visitors to Hinchingsbrooke Hospital (with circa 1,300 parking spaces);
- The daily arrival and departure of over 2,100 pupils and 300 staff at Hinchingsbrooke School, including significant numbers of school buses from surrounding villages;
- Movements associated with Cromwell Academy (circa 200 pupils and staff);
- Around 900 staff at Cambridgeshire Police Headquarters and 100 staff at Fire & Rescue HQ;
- Commuter traffic accessing Huntingdon town centre and Huntingdon railway station;
- Seasonal and event-related traffic associated with Hinchingsbrooke Country Park.

This convergence already creates a severe and well-documented bottleneck, with residents reporting routine delays of 30–60 minutes during peak periods, and significantly longer delays during incidents or when the strategic network is disrupted (including A14 closures).

Despite recent traffic signal changes at the junction of Hinchingsbrooke Park Road and Views Common Road in November and December 2025, it is widely acknowledged that signal optimisation alone cannot resolve a junction that is operating at or beyond practical capacity.

## **2. Safeguarding and duty of care**

The Parish Council is particularly concerned that safeguarding considerations are not being afforded sufficient weight.

Hinchingbrooke Park Road and its immediate vicinity are used daily by large numbers of children travelling on foot, by bicycle and by bus to and from Hinchingbrooke School and Cromwell Academy. Increased congestion, queuing, driver frustration and the presence of additional HGV and LGV movements will materially increase risk at junctions, crossings and along pathways used by pupils.

The Parish Council considers that planning authorities have a clear duty of care to ensure that development proposals do not worsen conditions for children and other vulnerable road users. This duty extends beyond abstract modelling outputs and requires a realistic appraisal of how additional traffic will interact with an already constrained, mixed-use access corridor.

## **3. Hinchingbrooke Logistics Park – scale and traffic generation**

The Parish Council notes that the Hinchingbrooke Logistics Park proposal comprises approximately 2.2 million square feet of warehouse floorspace, operating 24 hours a day, 365 days a year, with buildings of up to 24 metres in height immediately adjacent to an established residential area.

Based on figures presented within the submitted Environmental Statement, the development is expected to generate approximately 2,448 HGV movements per day, equating to an average of 1.7 HGVs per minute, in addition to substantial LGV and employee traffic.

Provided that Hinchingbrooke Estate continues to have only a single access route, the Parish Council shares the Residents' Association's concern that the proximity and scale of this traffic generation will exacerbate an already notorious congestion problem, with direct consequences for residents, emergency response times, school travel and hospital access.

## **4. Inadequate assessment of traffic displacement and wider impacts**

A critical deficiency in the submitted Transport Assessment is the failure to assess traffic displacement and driver behaviour beyond the immediate junctions.

Experience already demonstrates that when congestion occurs at the A141/A1307 Spittals interchange, drivers actively seek to avoid the area. As congestion increases, it is entirely foreseeable that:

- Traffic diverts through Great Stukeley and Little Stukeley, placing additional pressure on village roads not designed to function as distributor routes, particularly given that the Alconbury Weald development is still ongoing;

- Commuter and HGV traffic routes via Brampton, using Huntingdon Road and Thrapston Road;
- Some drivers seek to bypass the area altogether by rat-running through Abbots Ripton and surrounding rural roads.

These impacts are not speculative; they are a predictable and already observed response to congestion in this part of Huntingdonshire. Yet they are not adequately captured within the scope of the Transport Assessment, resulting in a systematic underestimation of the true area-wide effects of the proposal.

This omission is particularly concerning given that other proposals within the North Huntingdon Growth Cluster, including the Sapley Garden Village concept (currently unallocated but promoted within the Cluster), will also exert pressure on the same network. The cumulative impact of these proposals must be assessed collectively, not incrementally.

## **5. Transport modelling and data completeness**

The Parish Council further notes and supports the concerns raised by National Highways in consultee comments submitted on 11 December 2025, which state that:

- Full modelling data has not been provided;
- Certain data entries appear identical or contain anomalous negative values; and
- Insufficient information has been submitted to properly determine highway impacts at this time.

In the Parish Council's view, this alone is sufficient reason for the application not to be determined, as the Development Management Committee cannot discharge its responsibilities without a robust and complete evidence base.

## **6. Additional concerns regarding traffic modelling assumptions**

The Parish Council wishes to highlight concerns arising from a presentation by the applicant's developers and consultants held on 27 January.

Slides shown identified a number of key junctions where traffic survey data is required, including the Brampton Hut interchange, A14 slip roads and local junctions linking the A141 to Brampton. This demonstrates the applicant's own recognition of the sensitivity of these locations.

However, the presentation also showed 80% of HGV movements are predicted to travel west from the logistics park towards Brampton Hut, despite it being shown that no completed traffic modelling or supporting data underpins this assumption.

The Parish Council considers it unacceptable for such a critical traffic flow prediction to be presented without evidence. The direction and volume of HGV movements are central to understanding impacts on the A14 and for surrounding villages.

This further reinforces concerns that the Transport Assessment is incomplete and unreliable, and that infrastructure impacts cannot be properly assessed at this stage.

Furthermore, the applicant confirmed reliance on 2011 Census data to assess worker profiles and commuting patterns, with the 2021 Census discounted due to the pandemic. This means employment travel assumptions are based on data that is now around 15 years old.

Given the scale of growth and change in and around Huntingdon over recent years, the Parish Council considers this wholly inappropriate. Using such outdated data further undermines confidence in the robustness of the Transport Assessment.

## **7. Plan-led decision making and cumulative infrastructure capacity**

The Parish Council emphasises that the Preferred Options Local Plan to 2046 explicitly identifies the North Huntingdon Growth Cluster as requiring coordinated, strategic consideration of infrastructure capacity. Granting consent for a major logistics development in advance of such coordination risks undermining the plan-led system and prejudging decisions that are currently subject to public consultation.

Major infrastructure constraints, particularly transport, cannot be retrospectively resolved once multiple large developments are consented independently.

## **Conclusion**

Alconbury Parish Council respectfully submits that the Hinchingsbrooke Logistics Park application raises serious and unresolved concerns in relation to:

- Severe existing highway constraints at Hinchingsbrooke Estate;
- Safeguarding of children and vulnerable road users;
- Significant HGV and 24/7 operational impacts adjacent to residential areas;
- Failure to assess traffic displacement into surrounding villages;
- Incomplete and unreliable transport modelling; and
- The absence of a coordinated, cluster-wide infrastructure assessment, especially given HDC's own admission in the recent Sustainability Appraisal that the landscape will "fundamentally change" in the North Huntingdon area.

For these reasons, and consistent with the Parish Council's objection submitted in November 2025, Alconbury Parish Council urges Huntingdonshire District Council to

refuse the application, or at the very least defer determination pending a comprehensive, cumulative transport and infrastructure assessment aligned with the North Huntingdon Growth Cluster and the emerging Local Plan.

Yours faithfully,



Alconbury Parish Council

**From:** [REDACTED] <assistantclerk@bramptonpc.co.uk>  
**Sent:** 28 October 2025 16:32  
**To:** DMAdmin  
**Subject:** Planning application 25/01922/OUT

Good afternoon

Please see the response to the above planning application 25/01922/OUT

**Planning Application: 25/01922/OUT Brookfield Farm Ermine Street Great Stukeley Huntingdon PE28 4AB** 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 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).

*This was discussed at length, and the committee asked the question if/why this development is needed in an area that is currently facilitating this type of major construction and asked if there had been a survey carried out to determine if there is a need here, especially when there are already vacant buildings in the area. If so, the committee would welcome the information.*

*It was felt that the area where the attenuation ponds are to be situated(North west of the site) is not enough and will make little difference to any flooding It was requested that the subject of Flooding is re-visited as the council feels that the information contained is incorrect as the flooding will affect Alconbury Brook at the southern edge of the site causing it to flood more significantly than before the development. In an effort to alleviate this further attenuation ponds should be located in this area.*

*Concerns were also raised around the underpass (walking and cycling access). This underpass could be due to potential anti-social behaviour often found in such underpasses; the committee considers a footbridge similar to A1307 will be far more suitable and ask that this is reconsidered in the application for this to be installed. In addition to this the committee have concerns on how this will be cleaned and maintained and by which party.*

*With regards to the new roundabout. The committee understands the traffic to the roundabout , is not to be controlled by traffic lights. In addition to this the committee is questioning confirmation on whether there will street lighting in this area.*

*The number of HGV's that would use Thrapston Road Brampton for access to the site is also a concern and the council would welcome clarification of vehicular movement, i.e. the number of vehicles expected per day.*

Kind regards

[REDACTED]

[REDACTED]

Assistant Clerk

**Correspondence address:**

Brampton Parish Council, Brampton Memorial Centre, Thrapston Road, Brampton, Huntingdon PE28 4TB

[REDACTED]

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**From:** [REDACTED]@bramptonpc.co.uk>  
**Sent:** 29 January 2026 14:04  
**To:** DevelopmentControl; DMAAdmin  
**Subject:** Planning Application 25/01922/OUT- Additional Comments

**Importance:** High

**Planning Application: 25/01922/OUT Brookfield Farm, Ermine Street, Great Stukeley, Huntingdon**

**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)**

Following a meeting with the Developers on 27 January, and consideration of their presentation, the Council has further comments to add to its response dated 28 October 2025.

The Council remains concerned about the lack of car parking proposed for the site. While it acknowledges the objective of reducing car usage, there is currently no evidence to demonstrate how this will operate effectively in practice. In addition, the Council notes that modelling has been undertaken to assess the impact of construction traffic and finds this reassuring. However, no modelling has been provided to assess the highways impact once the site becomes operational and up to 2,000 people are accessing the site for work. The Council considers that this is likely to result in a detrimental impact on the roads surrounding the village.

Regards

[REDACTED]  
Locum Clerk

**Correspondence address:**

Brampton Parish Council, Brampton Memorial Centre, Thrapston Road, Brampton, Huntingdon PE28 4TB

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[REDACTED]

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**From:** [REDACTED]@spaldwickparishcouncil.org.uk>  
**Sent:** 28 January 2026 14:16  
**To:** DevelopmentControl  
**Subject:** Planning Application 25/01922/OUT – Hinchingsbrooke Logistics Park (HLP)

[REDACTED] [REDACTED]

Dear Sir/Madam,

Apologies for the email but the website does not appear to be working.

Objection from Spaldwick Parish Council

Spaldwick Parish Council writes to formally object to this planning application and draw attention to material transport, safeguarding and infrastructure impacts.

#### 1. Existing highway constraints at Hinchingsbrooke Estate

Spaldwick Parish Council wishes to formally reference and support the detailed concerns raised by the Hinchingsbrooke Residents' Association, whose members experience the day-to-day reality of the transport network adjacent to the proposed development site.

Hinchingsbrooke Estate comprises approximately 2,000 residents living in over 800 properties, yet is served by a single vehicular access route of Hinchingsbrooke Park Road. This single route must already accommodate, often within the same peak periods:

Commuting movements of approximately 2,000 hospital staff and access for patients and visitors to Hinchingsbrooke Hospital (with circa 1,300 parking spaces); The daily arrival and departure of over 2,100 pupils and 300 staff at Hinchingsbrooke School, including significant numbers of school buses from surrounding villages; Movements associated with Cromwell Academy (circa 200 pupils and staff); Around 900 staff at Cambridgeshire Police Headquarters and 100 staff at Fire & Rescue HQ; Commuter traffic accessing Huntingdon town centre and Huntingdon railway station; Seasonal and event-related traffic associated with Hinchingsbrooke Country Park. This convergence already creates a severe and well-documented bottleneck, with residents reporting routine delays of 30–60 minutes during peak periods, and significantly longer delays during incidents or when the strategic network is disrupted (including A14 closures) which have impacted Spaldwick.

Despite recent traffic signal changes at the junction of Hinchingsbrooke Park Road and Views Common Road in November and December 2025, it is widely acknowledged that signal optimisation alone cannot resolve a junction that is operating at or beyond practical capacity.

#### 2. Safeguarding and duty of care

Spaldwick Parish Council is particularly concerned that safeguarding considerations are not being afforded sufficient weight.

Hinchingsbrooke Park Road and its immediate vicinity are used daily by large numbers of children travelling on foot, by bicycle and by bus to and from Hinchingsbrooke School and Cromwell Academy. Increased congestion, queuing, driver frustration and the presence of additional HGV and LGV movements will materially increase risk at junctions, crossings and along pathways used by pupils.

Spaldwick Parish Council considers that planning authorities have a clear duty of care to ensure that development proposals do not worsen conditions for children and other vulnerable road users. This duty extends beyond abstract

modelling outputs and requires a realistic appraisal of how additional traffic will interact with an already constrained, mixed-use access corridor.

### 3. Hinchingsbrooke Logistics Park – scale and traffic generation

Spaldwick Parish Council notes that the Hinchingsbrooke Logistics Park proposal comprises approximately 2.2 million square feet of warehouse floorspace, operating 24 hours a day, 365 days a year, with buildings of up to 24 metres in height immediately adjacent to an established residential area.

Based on figures presented within the submitted Environmental Statement, the development is expected to generate approximately 2,448 HGV movements per day, equating to an average of 1.7 HGVs per minute, in addition to substantial LGV and employee traffic.

Provided that Hinchingsbrooke Estate continues to have only a single access route, the Parish Council shares the Residents' Association's concern that the proximity and scale of this traffic generation will exacerbate an already notorious congestion problem, with direct consequences for residents, emergency response times, school travel and hospital access.

### 4. Inadequate assessment of traffic displacement and wider impacts

A critical deficiency in the submitted Transport Assessment is the failure to assess traffic displacement and driver behaviour beyond the immediate junctions.

Experience already demonstrates that when congestion occurs at the A141/A1307 Spittals interchange, drivers actively seek to avoid the area. As congestion increases, it is entirely foreseeable that:

Traffic diverts through Great Stukeley and Little Stukeley, placing additional pressure on village roads not designed to function as distributor routes, particularly given that the Alconbury Weald development is still ongoing; Commuter and HGV traffic routes via Brampton, using Huntingdon Road and Thrapston Road; Some drivers seek to bypass the area altogether by rat-running through Abbots Ripton and surrounding rural roads.

These impacts are not speculative; they are a predictable and already observed response to congestion in this part of Huntingdonshire. Yet they are not adequately captured within the scope of the Transport Assessment, resulting in a systematic underestimation of the true area-wide effects of the proposal.

This omission is particularly concerning given that other proposals within the North Huntingdon Growth Cluster, including the Sapley Garden Village concept (currently unallocated but promoted within the Cluster), will also exert pressure on the same network. The cumulative impact of these proposals must be assessed collectively, not incrementally.

### 5. Transport modelling and data completeness

Spaldwick Parish Council further notes and supports the concerns raised by National Highways in consultee comments submitted on 11 December 2025, which state that:

Full modelling data has not been provided; Certain data entries appear identical or contain anomalous negative values; and Insufficient information has been submitted to properly determine highway impacts at this time.

In Spaldwick Parish Council's view, this alone is sufficient reason for the application not to be determined, as the Development Management Committee cannot discharge its responsibilities without a robust and complete evidence base.

### 6. Plan-led decision making and cumulative infrastructure capacity

Spaldwick Parish Council emphasises that the Preferred Options Local Plan to 2046 explicitly identifies the North Huntingdon Growth Cluster as requiring coordinated, strategic consideration of infrastructure capacity. Granting consent for a major logistics development in advance of such coordination risks undermining the plan-led system and prejudging decisions that are currently subject to public consultation.

Major infrastructure constraints, particularly transport, cannot be retrospectively resolved once multiple large developments are consented independently.

## Conclusion

Spaldwick Parish Council respectfully submits that the Hinchingsbrooke Logistics Park application raises serious and unresolved concerns in relation to:

Severe existing highway constraints at Hinchingsbrooke Estate; Safeguarding of children and vulnerable road users; Significant HGV and 24/7 operational impacts adjacent to residential areas; Failure to assess traffic displacement into surrounding villages; Incomplete and unreliable transport modelling; and The absence of a coordinated, cluster-wide infrastructure assessment, especially given HDC's own admission in the recent Sustainability Appraisal that the landscape will "fundamentally change" in the North Huntingdon area.

For these reasons, Spaldwick Parish Council urges Huntingdonshire District Council to refuse the application, or at the very least defer determination pending a comprehensive, cumulative transport and infrastructure assessment aligned with the North Huntingdon Growth Cluster and the emerging Local Plan.

Yours faithfully,

Spaldwick Parish Council

  
Chair of Spaldwick Parish Council

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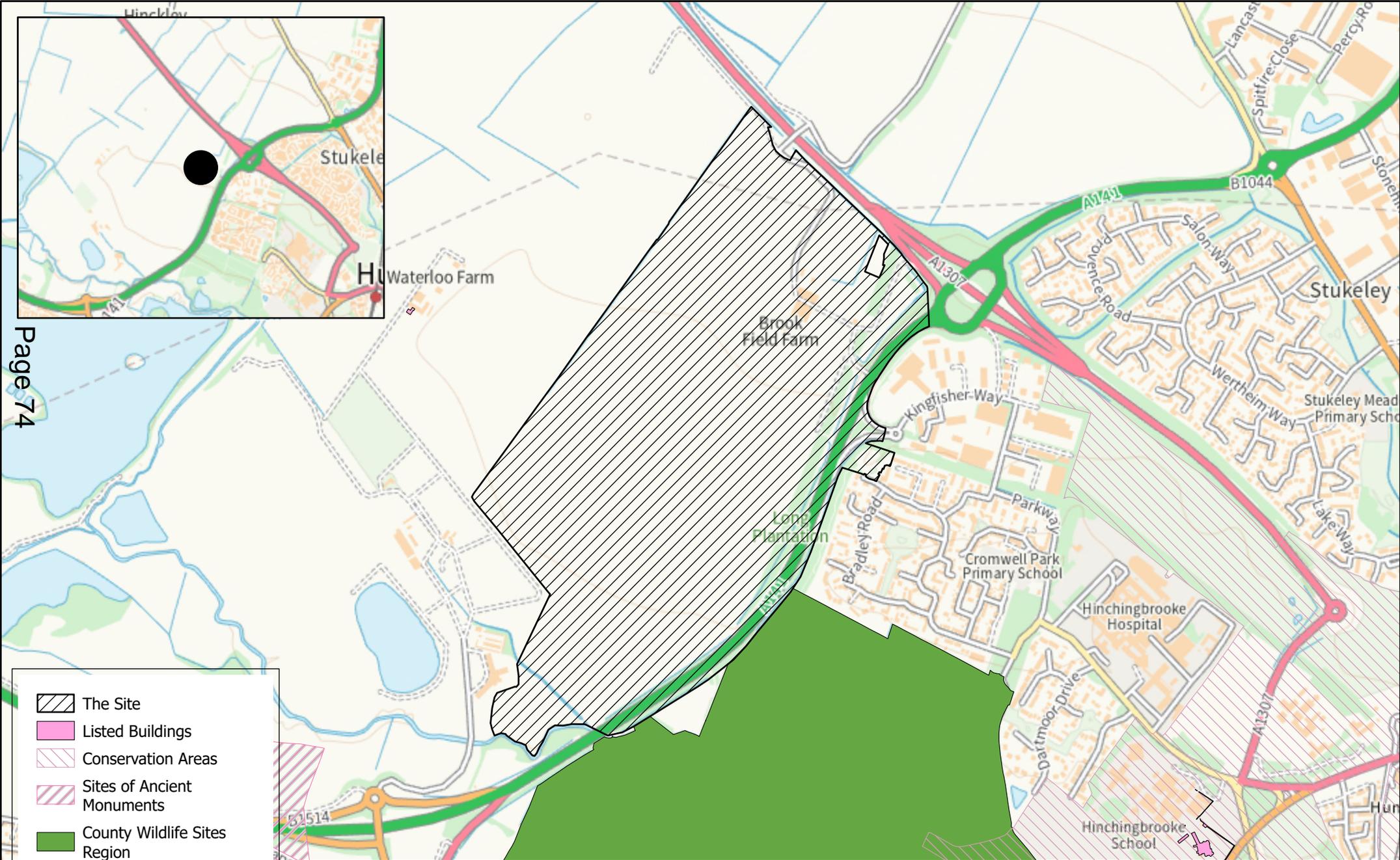
# Development Management Committee

Application Ref: 25/01922/OUT



Scale = 1:12,500

Date Created: 11/03/2026



General Notes

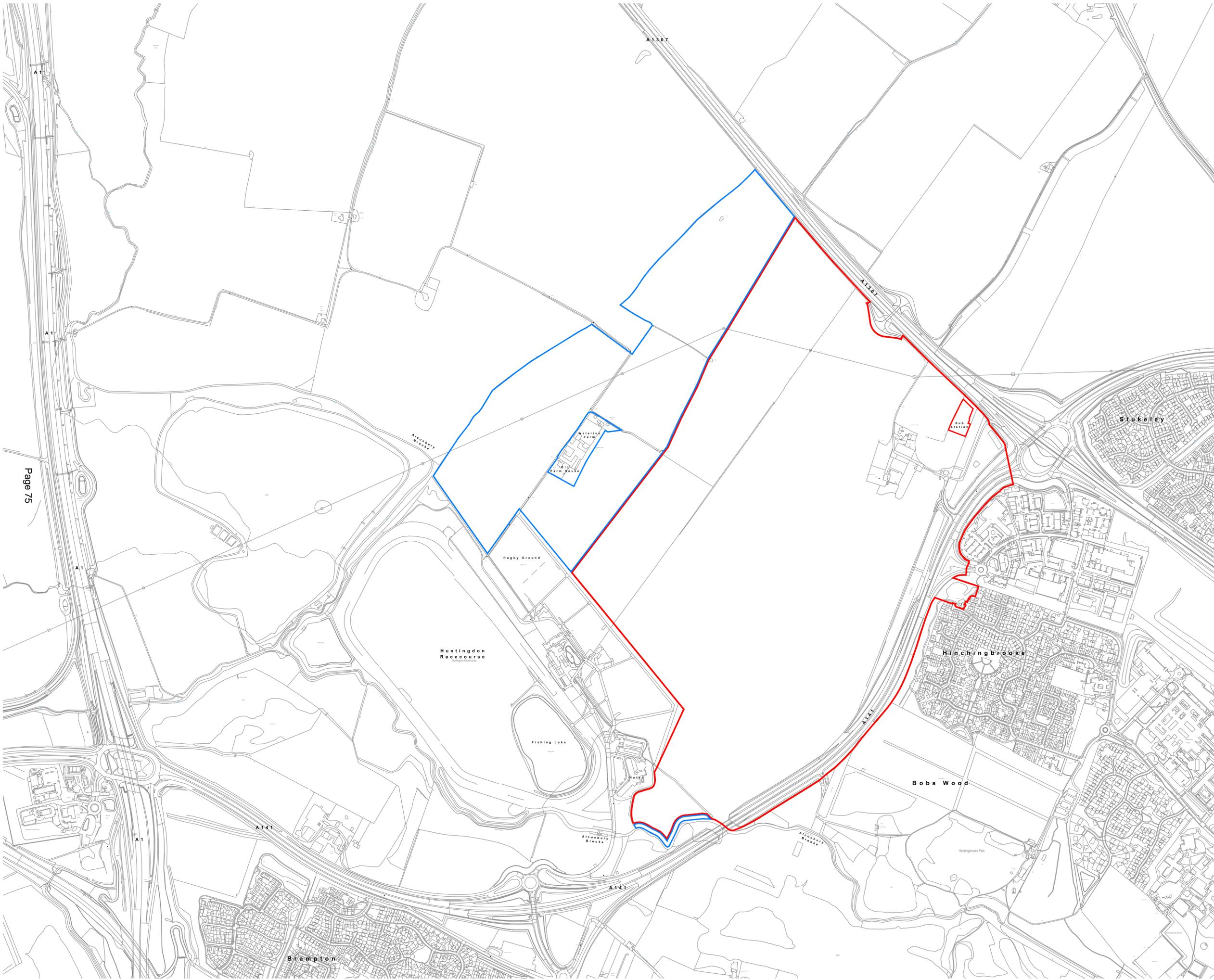
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Document Scale(s)

100m SCALE 15000

Key

- Proposed application boundary 311.94 ac 126.24 ha
- Applicant Controlled Land 110.89 ac 44.88 ha



Page 75



Project Name

**Hinchingsbrooke Logistics Park**

Employer Project Address

**Newlands Developments** **Hinchingsbrooke, Huntingdon**

RIBA Workstage Suitability

**2 - Concept Design** **S2 - Information**

Drawn Checked Created Size

**LM** **MS** **29.07.2025** **A1**

UMC Project Reference Scale LOD LOI

**22573** **1:5000** **1** **1**

Document Title

**Location Plan**

Document Reference

**22573 - UMC - S101 - SI - DR - A - 149**

Revision Note

**Layout amended**

Issue Date Status Current Revision

**16.09.2025** **P03**

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Document Scale(s)

100m SCALE 15000

**Key**

- Proposed Application Boundary
- Indicative location of utilities infrastructure - Subject to detail design
- Existing A141 alignment and area for A141 re-alignment, principal site access works, and associated hard and soft landscaping
- Open Land / Landscaping Area - Refer to Strategic Landscape parameters plan
- Proposed A141 Underpass - linked to existing pedestrian network, to allow flexibility for tolerance
- Existing Underpass to Hinchingsbrooke Country Park
- Primary Site Access and Proposed Highway Realignment (Street Type 1)
- Movement Corridor (Street Type 2)
- Green Movement Corridor (Street Type 3)
- Indicative Car Park Access
- Indicative Service Yard Access
- Proposed PROW and Main Cycle Access (ATR 1)
- Proposed PROW (ATR 2)
- Proposed Shared Use Path (ATR 3)
- Proposed Pedestrian / Maintenance Track (ATR 4)
- Existing PROW
- Existing Bridleway

Please Note:  
- A tolerance of 25m is given to all movement routes to account for design development.



Project Name

**Hinchingsbrooke Logistics Park**

Employer: **Newlands Developments** Project Address: **Hinchingsbrooke, Huntingdon**

RIBA Workstage: **2 - Concept Design** Suitability: **S2 - Information**

Drawn: **LM** Checked: **MS** Created: **02.07.2025** Size: **A1**

UMC Project Reference: **22573** Scale: **1:5000** LOD: **1** LOI: **1**

Document Title: **Parameter Plan - Access and Movement**

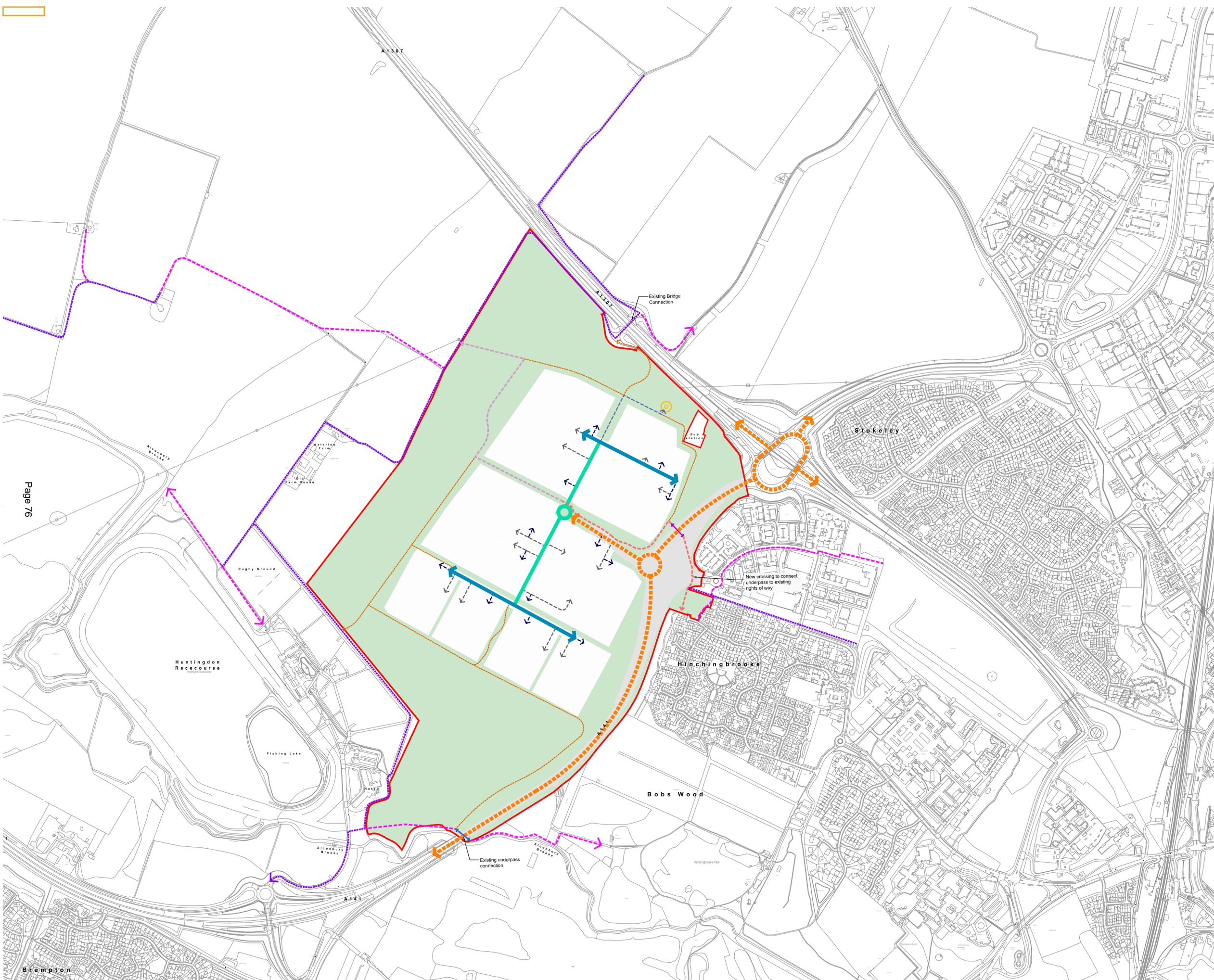
Document Reference: **22573 - UMC - S102 - SI - DR - A - 0144**

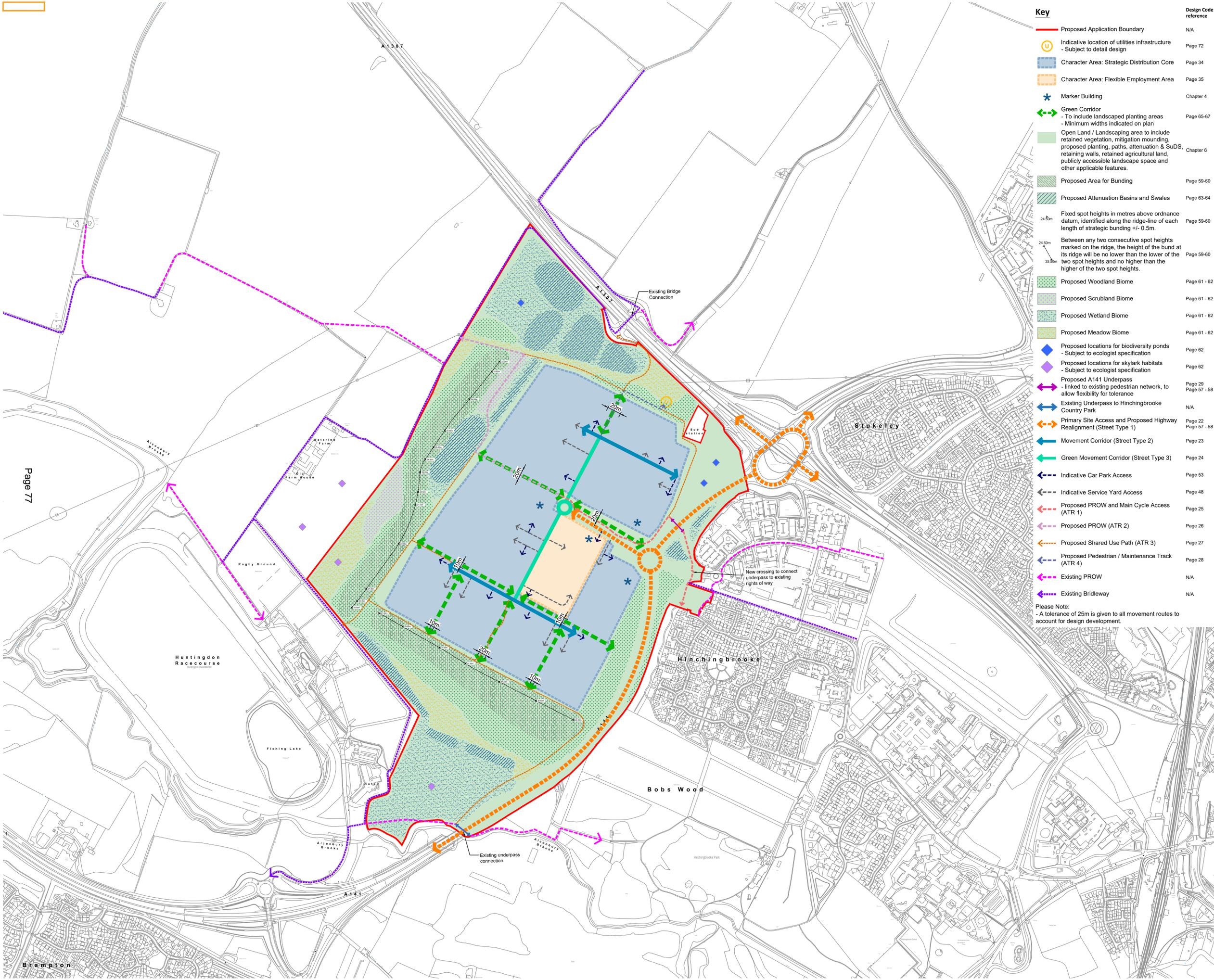
Revision Note

Key amended

Issue Date: **17.12.2025** Status: Current Revision

**P10**





| Key   | Design Code reference |
|---|-----------------------|
| Proposed Application Boundary   | N/A                   |
| Indicative location of utilities infrastructure - Subject to detail design  | Page 72               |
| Character Area: Strategic Distribution Core   | Page 34               |
| Character Area: Flexible Employment Area  | Page 35               |
| Marker Building   | Chapter 4             |
| Green Corridor  | Page 65-67            |
| Open Land / Landscaping area to include retained vegetation, mitigation mounding, proposed planting, paths, attenuation & SuDS, retaining walls, retained agricultural land, publicly accessible landscape space and other applicable features. | Chapter 6             |
| Proposed Area for Bunding   | Page 59-60            |
| Proposed Attenuation Basins and Swales  | Page 63-64            |
| Fixed spot heights in metres above ordnance datum, identified along the ridge-line of each length of strategic bunding +/- 0.5m.  | Page 59-60            |
| Between any two consecutive spot heights marked on the ridge, the height of the bund at its ridge will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights.                                | Page 59-60            |
| Proposed Woodland Biome   | Page 61 - 62          |
| Proposed Scrubland Biome  | Page 61 - 62          |
| Proposed Wetland Biome  | Page 61 - 62          |
| Proposed Meadow Biome   | Page 61 - 62          |
| Proposed locations for biodiversity ponds - Subject to ecologist specification  | Page 62               |
| Proposed locations for skylark habitats - Subject to ecologist specification  | Page 62               |
| Proposed A141 Underpass   | Page 29               |
| linked to existing pedestrian network, to allow flexibility for tolerance   | Page 57 - 58          |
| Existing Underpass to Hinchingsbrooke Country Park  | N/A                   |
| Primary Site Access and Proposed Highway Realignment (Street Type 1)  | Page 22               |
| Movement Corridor (Street Type 2)   | Page 23               |
| Green Movement Corridor (Street Type 3)   | Page 24               |
| Indicative Car Park Access  | Page 53               |
| Indicative Service Yard Access  | Page 48               |
| Proposed PROW and Main Cycle Access (ATR 1)   | Page 25               |
| Proposed PROW (ATR 2)   | Page 26               |
| Proposed Shared Use Path (ATR 3)  | Page 27               |
| Proposed Pedestrian / Maintenance Track (ATR 4)   | Page 28               |
| Existing PROW   | N/A                   |
| Existing Bridleway  | N/A                   |

Please Note:  
 - A tolerance of 25m is given to all movement routes to account for design development.

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Document Scale(s)  
 100m SCALE 1:5000

Page 77

**newlands developments**

Project Name  
**Hinchingsbrooke Logistics Park**

|                              |                                    |
|------------------------------|------------------------------------|
| Employer                     | Project Address                    |
| <b>Newlands Developments</b> | <b>Hinchingsbrooke, Huntingdon</b> |

|                           |                         |
|---------------------------|-------------------------|
| RIBA Workstage            | Suitability             |
| <b>2 - Concept Design</b> | <b>S2 - Information</b> |

|           |           |                   |           |
|-----------|-----------|-------------------|-----------|
| Drawn     | Checked   | Created           | Size      |
| <b>LM</b> | <b>MS</b> | <b>10.10.2025</b> | <b>A1</b> |

|                       |               |          |          |
|-----------------------|---------------|----------|----------|
| UMC Project Reference | Scale         | LOD      | LOI      |
| <b>22573</b>          | <b>1:5000</b> | <b>1</b> | <b>1</b> |

Document Title  
**Regulatory Plan**

Document Reference  
**22573 - UMC - S102 - SI - DR - A - 0162**

Revision Note  
**Layout and Key amended**

|                   |        |                  |
|-------------------|--------|------------------|
| Issue Date        | Status | Current Revision |
| <b>17.12.2025</b> |        | <b>P02</b>       |

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### Document Scale(s)

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### Key

- Proposed Application Boundary
- Existing A141 alignment and area for A141 re-alignment, principal site access works, and associated hard and soft landscaping
- Developable Area - 18.5m Max Build Height Above FFL
- Developable Area - 21.0m Max Build Height Above FFL
- Developable Area - 24.0m Max Build Height Above FFL
- Proposed Area for Bunding

24.50m Fixed spot heights in metres above ordnance datum, identified along the ridge-line of each length of strategic bunding +/- 0.5m.

24.50m 25.50m Between any two consecutive spot heights marked on the ridge, the height of the bund at its ridge will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights.

Area of level change - Indicative area of site contouring related to plateaus

### Please Note:

- A tolerance of variation in height to the plateaus is to be allowed for at +/- 250mm to allow for variability in material.
- For future flexibility a 25m deviation is allowed to the position of the internal boundaries between developable areas. The outer perimeter of the developable area is fixed as indicated.
- The green / movement corridors can be repositioned to suit the confirmed extent of developable area within the 25m deviation.
- Any variation in the plateau development areas and / or movement corridors shall ensure clear sight lines and visual breaks are maintained through the development areas, across connecting corridors.
- 500mm variation between the plateau level and FFL is to allow for build-up between road, footpath, unit DPC and related falls for site drainage.



Project Name

**Hinchingbrooke Logistics Park**

Employer: **Newlands Developments** Project Address: **Hinchingbrooke, Huntingdon**

RIBA Workstage: **2 - Concept Design** Suitability: **S2 - Information**

Drawn: **LM** Checked: **MS** Created: **02.07.2025** Size: **A1**

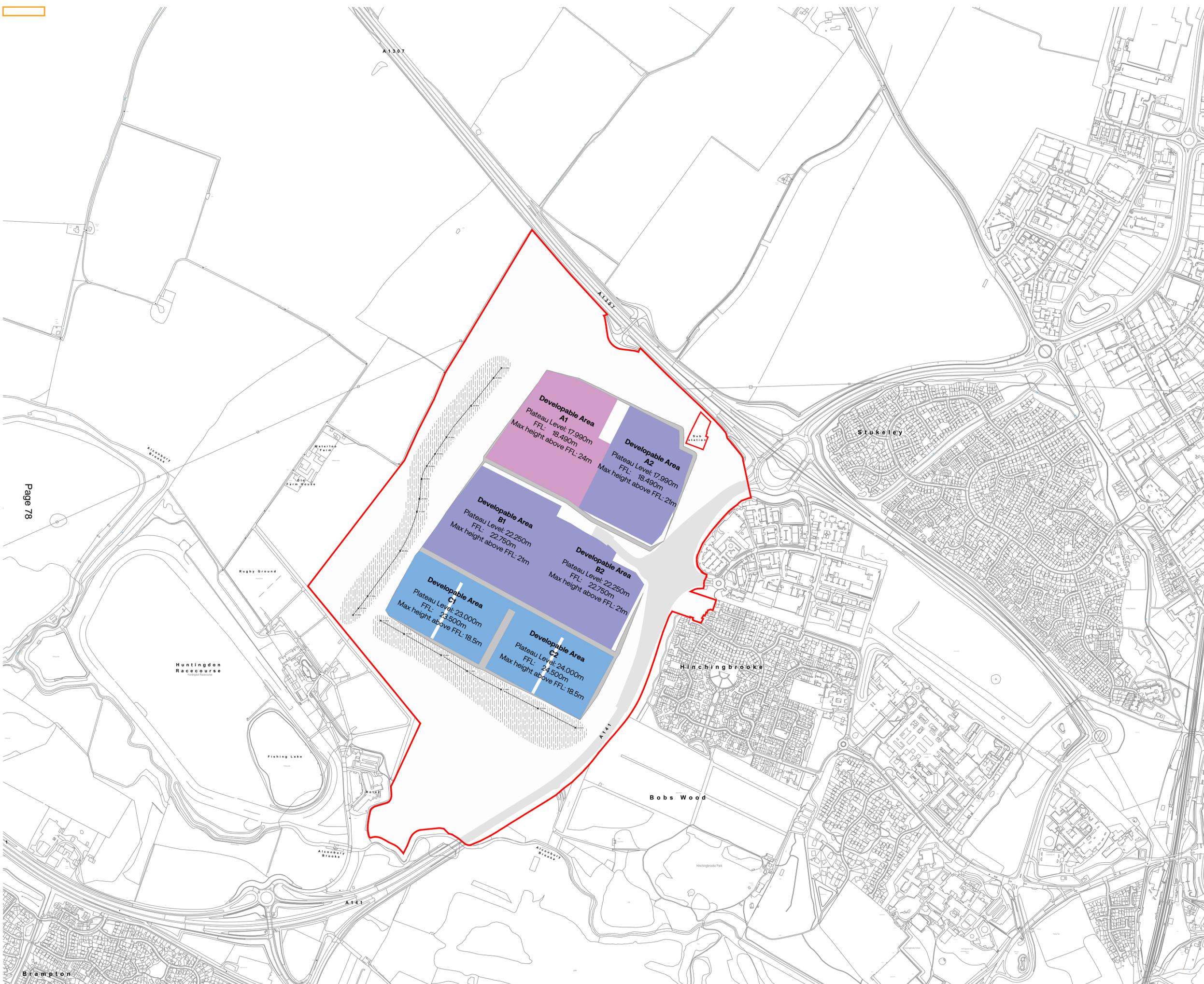
UMC Project Reference: **22573** Scale: **1:5000** LOD: **1** LOI: **1**

Document Title: **Parameter Plan - Site Levels and Building Heights**

Document Reference: **22573 - UMC - S102 - SI - DR - A - 0143**

Revision Note: **Layout and key amended**

Issue Date: **11.12.2025** Status: Current Revision: **P09**



General Notes

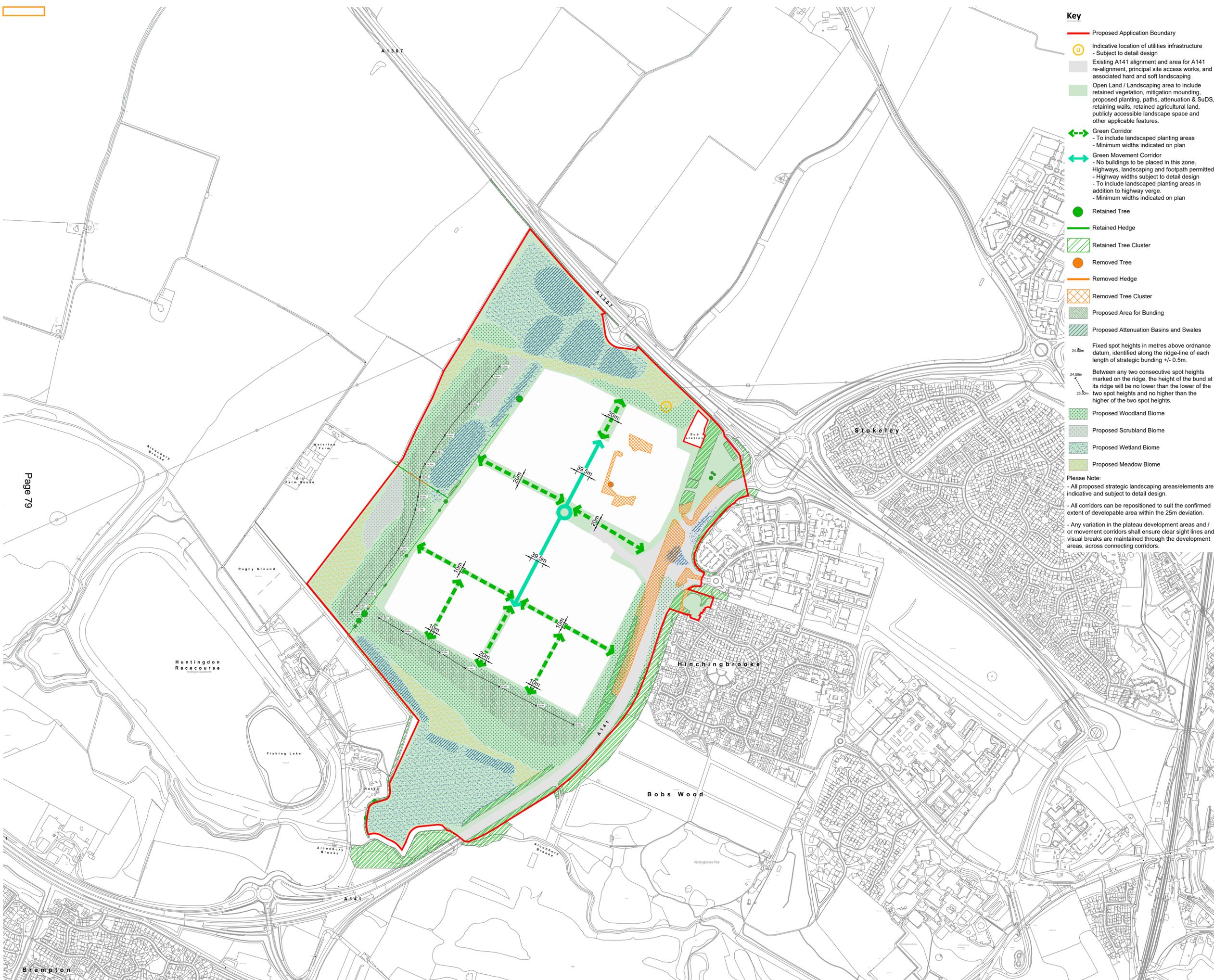
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- ### Key
- Proposed Application Boundary
  - Indicative location of utilities infrastructure - Subject to detail design
  - Existing A141 alignment and area for A141 re-alignment, principal site access works, and associated hard and soft landscaping
  - Open Land / Landscaping area to include retained vegetation, mitigation mounding, proposed planting, paths, attenuation & SuDS, retaining walls, retained agricultural land, publicly accessible landscape space and other applicable features.
  - Green Corridor
    - To include landscaped planting areas
    - Minimum widths indicated on plan
  - Green Movement Corridor
    - No buildings to be placed in this zone.
    - Highways, landscaping and footpath permitted
    - Highway widths subject to detail design
    - To include landscaped planting areas in addition to highway verge.
    - Minimum widths indicated on plan
  - Retained Tree
  - Retained Hedge
  - Retained Tree Cluster
  - Removed Tree
  - Removed Hedge
  - Removed Tree Cluster
  - Proposed Area for Bunding
  - Proposed Attenuation Basins and Swales
- Fixed spot heights in metres above ordnance datum, identified along the ridge-line of each length of strategic bunding +/- 0.5m.
- Between any two consecutive spot heights marked on the ridge, the height of the bund at its ridge will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights.
- Proposed Woodland Biome
  - Proposed Scrubland Biome
  - Proposed Wetland Biome
  - Proposed Meadow Biome

Please Note:

- All proposed strategic landscaping areas/elements are indicative and subject to detail design.
- All corridors can be repositioned to suit the confirmed extent of developable area within the 25m deviation.
- Any variation in the plateau development areas and / or movement corridors shall ensure clear sight lines and visual breaks are maintained through the development areas, across connecting corridors.



Project Name  
**Hinchbrooke Logistics Park**

|  |                                |                   |           |
|--|--------------------------------|-------------------|-----------|
| Employer                                       | Project Address                |                   |           |
| <b>Newlands Developments</b>                   | <b>Hinchbrooke, Huntingdon</b> |                   |           |
| RIBA Workstage                                 | Suitability                    |                   |           |
| <b>2 - Concept Design</b>                      | <b>S2 - Information</b>        |                   |           |
| Drawn  | Checked                        | Created           | Size      |
| <b>LM</b>                                      | <b>MS</b>                      | <b>02.07.2025</b> | <b>A1</b> |
| UMC Project Reference                          | Scale                          | LOD               | LOI       |
| <b>22573</b>                                   | <b>1:5000</b>                  | <b>1</b>          | <b>1</b>  |
| Document Title                                 |                                |                   |           |
| <b>Parameter Plan - Strategic Landscaping</b>  |                                |                   |           |
| Document Reference                             |                                |                   |           |
| <b>22573 - UMC - S102 - SI - DR - A - 0145</b> |                                |                   |           |
| Revision Note                                  |                                |                   |           |
| <b>Layout and key amended</b>                  |                                |                   |           |
| Issue Date                                     | Status                         | Current Revision  |           |
| <b>15.12.2025</b>                              |                                | <b>P12</b>        |           |

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Document Scale(s)



### Key

- Proposed Application Boundary
- Indicative location of utilities infrastructure  
- Subject to detail design
- Existing A141 alignment and area for A141 re-alignment, principal site access works, and associated hard and soft landscaping
- Open Land / Landscaping Area  
- Refer to Strategic Landscape parameters plan
- Developable Area  
- Use classes B2/B8/Sui Generis
- Area of level change  
- Indicative area of site contouring related to plateaus
- ↔ Green Corridor  
- To include landscaped planting areas  
- Minimum widths indicated on plan
- ↔ Movement Corridor  
- No buildings to be placed in this zone.  
Highways, landscaping and footpath permitted  
- Highway widths subject to detail design
- ↔ Green Movement Corridor  
- No buildings to be placed in this zone.  
Highways, landscaping and footpath permitted  
- Highway widths subject to detail design  
- To include landscaped planting areas in addition to highway verge  
- Minimum widths indicated on plan

### Note

- For future flexibility a 25m deviation is allowed to the position of the internal boundaries between developable areas. The outer perimeter of the developable area is fixed as indicated.
- All corridors can be repositioned to suit the confirmed extent of developable area within the 25m deviation.
- Any variation in the plateau development areas and / or movement corridors shall ensure clear sight lines and visual breaks are maintained through the development areas, across connecting corridors.



Project Name

**Hinchingbrooke Logistics Parks**

| Employer              | Project Address            |
|-----------------------|----------------------------|
| Newlands Developments | Hinchingbrooke, Huntingdon |

| RIBA Workstage     | Suitability      |
|--------------------|------------------|
| 2 - Concept Design | S2 - Information |

| Drawn | Checked | Created    | Size |
|-------|---------|------------|------|
| LM    | MS      | 02.07.2025 | A1   |

| UMC Project Reference | Scale  | LOD | LOI |
|-----------------------|--------|-----|-----|
| 22573                 | 1:5000 | 1   | 1   |

Document Title

**Parameter Plan - Development Extents and Land Use**

Document Reference

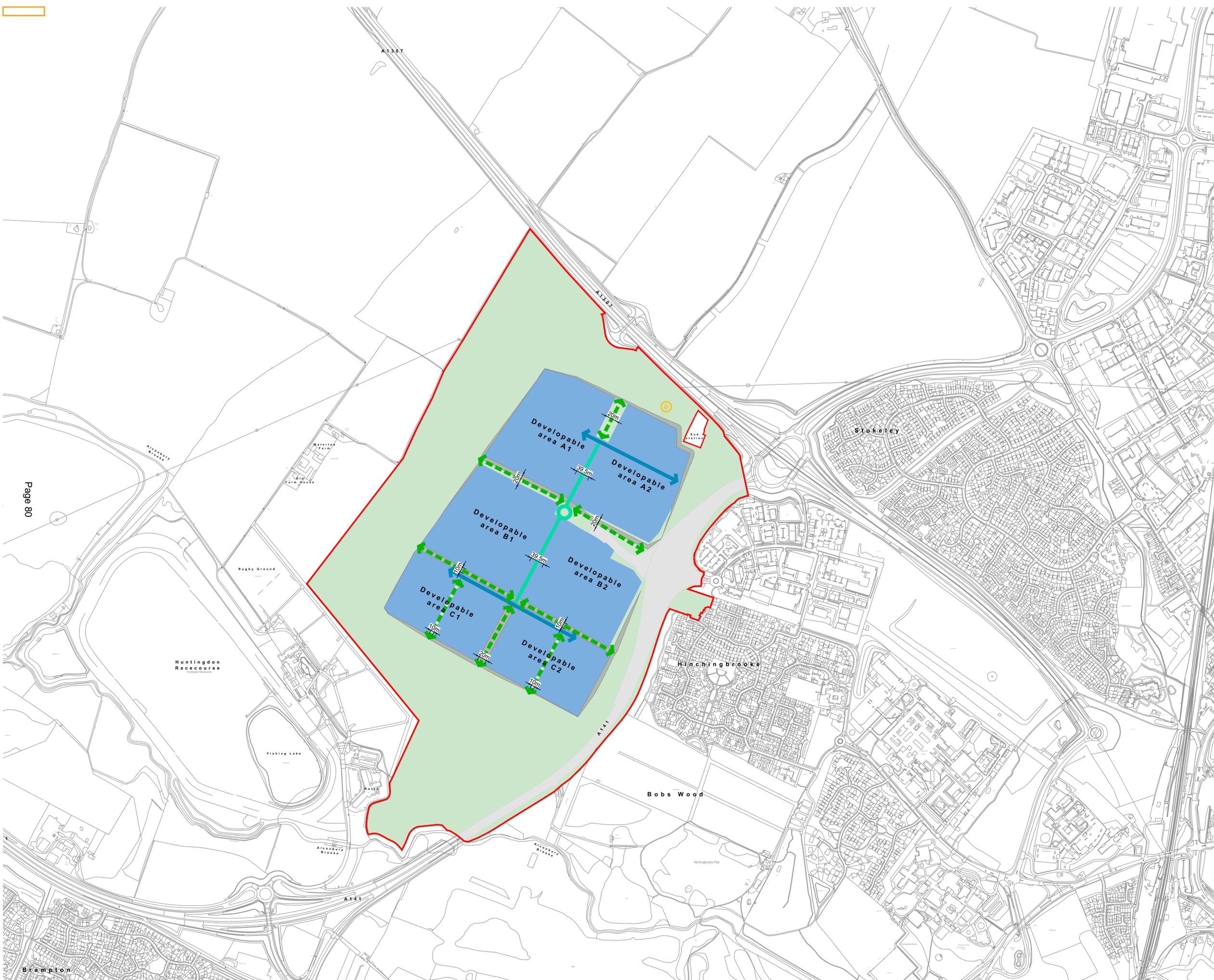
**22573 - UMC - S102 - SI - DR - A - 0142**

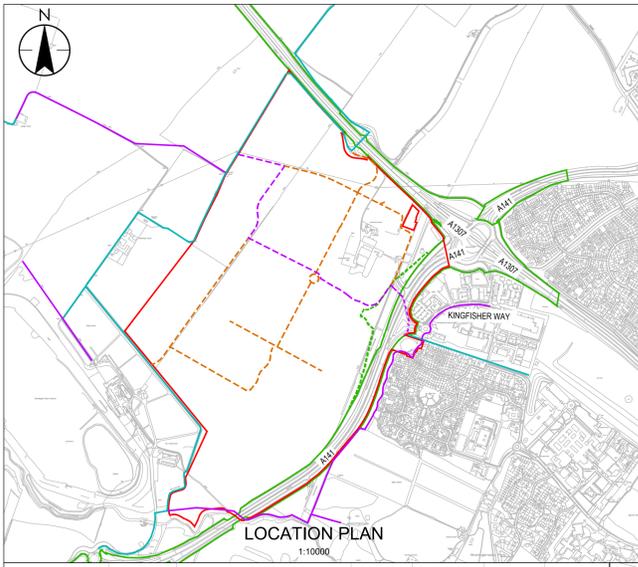
Revision Note

**Layout and key amended**

| Issue Date | Status | Current Revision |
|------------|--------|------------------|
| 15.12.2025 |        |                  |

**P09**





|                                  | CD 116 COMPLIANCE | COMPLIANCE  | ARM 1 North (A141) | ARM 2 East (Hitchingbrooke Business Park) | ARM 3 South (A141) | ARM 4 West (Development Access) |
|----------------------------------|-------------------|---|--------------------|---|--------------------|---------------------------------|
| TYPE OF ROUNDABOUT               | CLAUSE 2.3        | ROADS WITH SPEED LIMIT OF 50MPH. A NORMAL ROUNDABOUT SHALL BE USED                                  | NORMAL ROUNDABOUT  |   |                    |                                 |
| ENTRY WIDTH                      | Clause 3.13       | DUAL CARRIAGEWAY - ENTRY WIDTH SHALL NOT EXCEED 15m   | 8.5m               | 8.3m                                      | 8.6m               | 8.1m                            |
| LANE WIDTH                       | Clause 3.14       | NO LESS THAN 3m AND NO GREATER THAN 4.5m  | 4.2m + 4.3m        | 3.9m + 4.4m                               | 4.2m + 4.4m        | 4.0m + 4.1m                     |
| ENTRY ANGLE                      | CLAUSE 3.18.1     | NO LESS THAN 20 DEGREES AND GREATER THAN 60 DEGREES FOR NORMAL AND COMPACT ROUNDABOUTS              | 37                 | 33  | 37                 | 31                              |
| EFFECTIVE FLARE LENGTH           | CLAUSE 3.17.1     | MINIMUM EFFECTIVE FLARE LENGTHS OF 5m IN URBAN AREAS AND 25m IN RURAL AREAS SHOULD BE USED          | 15.4m              | 17.4m                                     | 15.0m              | 23.3m                           |
| ENTRY KERB RADIUS                | CLAUSE 3.19.3     | ENTRY KERB RADIUS SHOULD BE NO LESS THAN 20m AND NO GREATER THAN 100m.                              | 20m                | 20m                                       | 20m                | 30m                             |
| ENTRY PATH RADIUS AND DEFLECTION | CLAUSE 3.26       | SHOULD NOT EXCEED 100m.   | 80m                | 48m                                       | 87m                | 67m                             |
| EXIT WIDTH                       | CLAUSE 3.28.4     | EXIT WIDTH FOR TWO-LANE DUAL CARRIAGEWAY SHOULD BE BETWEEN 10m AND 11m.                             | 10m                | -   | 10m                | -                               |
|                                  | CLAUSE 3.28.2     | EXIT WIDTH FOR SINGLE-CARRIAGEWAY SHOULD BE BETWEEN 7m AND 7.5m                                     | -                  | 7.5m                                      | -                  | 8.2m                            |
| EXIT KERB RADIUS                 | CLAUSE 3.29.3     | NO LESS THAN 20m AND NO GREATER THAN 100m   | 100m               | 70m                                       | 60m                | 40m                             |
| ICD                              | CLAUSE 3.5.2      | SHOULD NOT EXCEED 100m  | 73m                |   |                    |                                 |
| CIRCULATORY WIDTH                | CLAUSE 3.8.1N1    | CIRCULATORY CARRIAGEWAY WIDTH SHOULD BE CONSTANT BETWEEN 1.0 TO 1.2m TIMES THE GREATEST ENTRY WIDTH | 10m                |   |                    |                                 |

|                                  | CD 109 COMPLIANCE | ARM 1 North (A141) | ARM 2 East (Hitchingbrooke Business Park) | ARM 3 South (A141) | ARM 4 West (Development Access) |
|----------------------------------|-------------------|--------------------|---|--------------------|---------------------------------|
| EXISTING SPEED LIMIT             | -                 | 70mph              | 20mph                                     | 70mph              | -                               |
| PROPOSED SPEED LIMIT             | -                 | 50mph              | 30mph                                     | 50mph              | 30mph                           |
| DESIGN SPEED                     | TABLE 2.10        | 120kph             | 60kph                                     | 120kph             | 60kph                           |
| DESIRABLE MINIMUM                | TABLE 2.10        | 1020m              | -   | -                  | -                               |
| ONE STEP BELOW DESIRABLE MINIMUM | TABLE 2.10        | -                  | -   | 720m               | -                               |
| SUPERELEVATION                   | TABLE 2.10        | 5%                 | -   | 7%                 | -                               |
| PERMITTED RELAXATIONS            | TABLE 4.5         | -                  | -   | 1 STEP             | -                               |

|                               | CD 127 COMPLIANCE          | ARM 1 North (A141) | ARM 2 East (Hitchingbrooke Business Park) | ARM 3 South (A141) | ARM 4 West (Development Access) |
|-------------------------------|----------------------------|--------------------|---|--------------------|---------------------------------|
| PROPOSED CROSS SECTIONS       | FIGURE 2.1.1N1a - 2.1.1N1h | D2AP               | -   | D2AP               | D2UAP                           |
| PROPOSED LANE WIDTHS          | FIGURE 2.1.1N1a - 2.1.1N1h | 3.65m              | -   | 3.65m              | 3.65m                           |
| PROPOSED HARD STRIPS          | FIGURE 2.1.1N1a - 2.1.1N1h | 1.00m              | -   | 1.00m              | -                               |
| MINIMUM CENTRAL RESERVE WIDTH | FIGURE 2.1.1N1a - 2.1.1N1h | 2.50m              | -   | 2.50m              | 2.50m                           |
| PROPOSED VERGE WIDTH          | FIGURE 2.1.1N1a - 2.1.1N1h | 2.50m              | -   | 2.50m              | 2.50m                           |



- KEY:-**
- PLANNING BOUNDARY
  - EXISTING HIGHWAY BOUNDARY
  - PROPOSED HIGHWAY BOUNDARY
  - PROPOSED ADOPTED CARRIAGEWAY CONSTRUCTION: PAVED ASPHALT
  - PROPOSED FOOTWAY
  - EXISTING CARRIAGEWAY TO BE REPLACED BY VERGE
  - PROPOSED GRASSED / HOGGIN LEGAL FOOTPATH
  - PROPOSED GRASS VERGE
  - PROPOSED STREET LIGHTING COLUMN
  - + PROPOSED TRAFFIC SIGNS (SEE NOTE 13)
  - PROPOSED VEHICLE RESTRAINT SYSTEM (SEE NOTE 12)
  - EXISTING FOOTPATH (PUBLIC RIGHT OF WAY)
  - PROPOSED FOOTPATH (PUBLIC RIGHT OF WAY)
  - PROPOSED UNSEGREGATED SHARED-USE FOOTWAY / CYCLE TRACK (PUBLIC RIGHT OF WAY)
  - PUBLIC RIGHT OF WAY TO BE DIVERTED
  - EXISTING BRIDLEWAY (PUBLIC RIGHT OF WAY)
  - PROPOSED PEDESTRIAN ROUTES

- NOTES:-**
1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL DRAWINGS, DESIGN DOCUMENTS AND CCC'S HOUSING ESTATE ROAD CONSTRUCTION SPECIFICATION CURRENTLY DATED JANUARY 2023, AS WELL AS SUBSEQUENT REVISIONS OF THIS SPECIFICATION.
  2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  3. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
  4. ALL COORDINATES ARE IN METRES RELATIVE TO ORDNANCE SURVEY NATIONAL GRID.
  5. THE GEOMETRIC DESIGN HAS BEEN UNDERTAKEN IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS:-
    - DMRB CD109 - 'HIGHWAY LINK DESIGN';
    - DMRB CD116 - 'GEOMETRIC DESIGN OF ROUNDABOUTS';
    - DMRB CD127 - 'CROSS-SECTIONS AND HEADROOMS'
  6. ALIGNMENT OF CAMBRIDGESHIRE COUNTY COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY CAMBRIDGESHIRE COUNTY COUNCIL, DATED 15/01/2025. INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY.
  7. PROPOSED HIGHWAY BOUNDARY BASED ON THE PROPOSED ROUNDABOUT BEYOND THE EXISTING HIGHWAY BOUNDARY, AS WELL AS VISIBILITIES ON THE APPROACH TO THE ROUNDABOUT.
  8. EXISTING POSTED SPEED LIMIT OF THE A141 IS NATIONAL SPEED LIMIT (70mph). CCC HAVE RECOMMENDED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 50mph.
  9. EXISTING TOPOGRAPHY AS PER TOPOGRAPHICAL SURVEY CONDUCTED BY STAFSURV REF. 14053, ISSUED TO STANTEC ON THE 21/02/2025.
  10. FOR GEOMETRIC PARAMETERS, REFER TO STANTEC DRAWING 332611944\_STN\_HGN\_XX\_DR\_CH\_0104 - GEOMETRY.
  11. FOR PROPOSED CROSS SECTIONS, REFER TO STANTEC DRAWING 332611944\_STN\_HGN\_XX\_DR\_CH\_0110 - TYPICAL SECTIONS.
  12. EXTENT OF VEHICLE RESTRAINT SYSTEMS TO BE DETERMINED AT DETAILED DESIGN STAGE UNDER RRRAP.
  13. LOCATIONS OF TERMINAL SPEED LIMIT SIGNS AND ADVANCE DIRECTION SIGNS ARE INDICATIVE. FINAL POSITIONS AND NUMBER OF SIGNS TO BE SUBJECT TO DETAILED DESIGN.
  14. EXACT POSITIONING OF STREET LIGHTING SUBJECT TO DETAILED DESIGN.
  15. PUBLIC RIGHT OF WAY DIVERSIONS ARE SUBJECT TO DETAILED DESIGN.

| Rev. | Description                    | Drawn | Date       | Chkd |
|------|--------------------------------|-------|------------|------|
| P3   | UPDATED PROW EASTERN ARM       | KM    | 29.09.2025 | BH   |
| P2   | UPDATED FOLLOWING DLA COMMENTS | LS    | 19.09.2025 | BH   |
| P1   | UPDATED FOLLOWING STAGE 1 RSA  | LS    | 29.08.2025 | BH   |
| P0   | FIRST ISSUE - RSA              | AF    | 02.07.2025 | BH   |

**HINCHINGBROOKE LOGISTICS PARK**

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**PROPOSED ROUNDABOUT ACCESS GENERAL ARRANGEMENT PLAN**

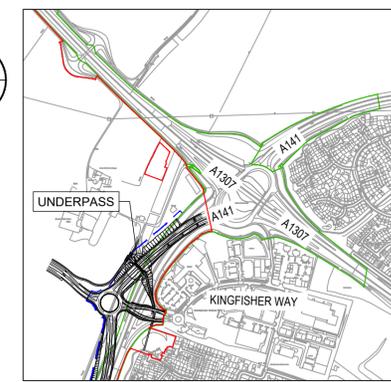
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| Drawn:          | AF                                  |
| Date:           | 02.07.2025                          |
| Scale: 1: @ A0  | 1:1000                              |
| Project No:     | 332611944                           |
| Drawing No:     | STN_HGN_XX_DR_CH_0101               |
| Rev:            | P3                                  |

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PLAN 1:1000



**PLAN**  
1:200



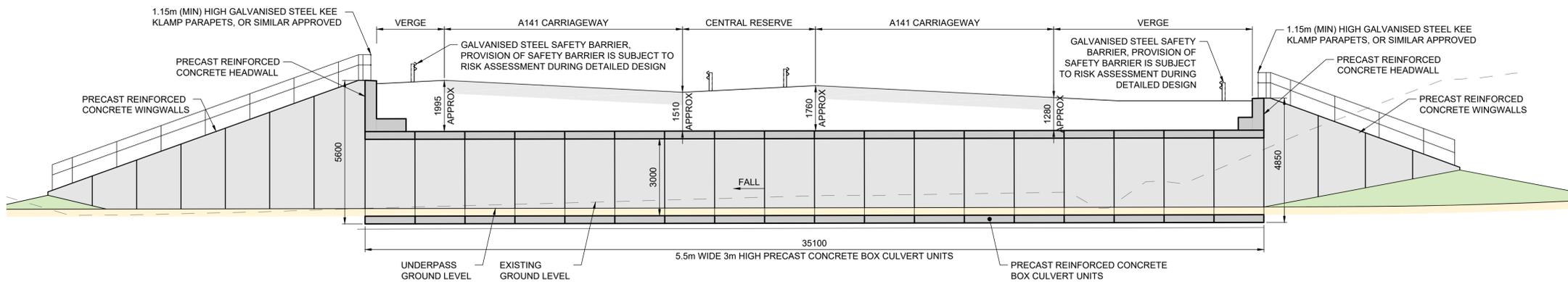
**LOCATION PLAN**  
1:10000

**NOTES :**

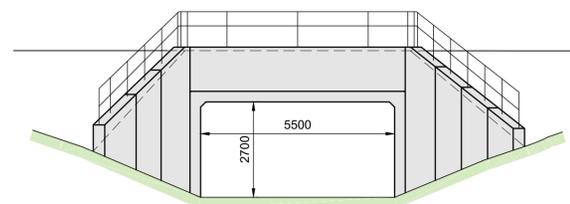
- 0100.1 THIS DRAWING IS BASED UPON PRELIMINARY DATA AND IS FOR ILLUSTRATIVE PURPOSES ONLY.
- 0100.2 DO NOT SCALE FROM DRAWINGS.
- 0100.3 THIS DRAWING IS BASED UPON THE FOLLOWING SUPPLIED DIGITAL INFORMATION:
  - © CROWN COPYRIGHT AND DATABASE RIGHTS 2023. ORDNANCE SURVEY 100022432.
  - EXISTING TOPOGRAPHY AS PER TOPOGRAPHICAL SURVEY CONDUCTED BY STAFSURY REF. 14053, ISSUED TO STANTEC ON THE 21/02/2025.
  - GENERAL ARRANGEMENT PLAN: Drg. REFERENCE 332611944\_STN\_HGN\_XX\_DR\_CH\_0101.
- 0100.4 UNLESS NOTED OTHERWISE, ALL DIMENSIONS ON STRUCTURAL DRAWINGS ARE IN MILLIMETRES. ALL CHAINAGES ARE SHOWN IN METRES.
- 0100.5 ALL LEVELS ARE IN METRES AND RELATIVE TO ORDNANCE DATUM (NEWLYN).
- 0100.6 THE GEOMETRY DEPICTED IN THIS DRAWING HAS BEEN DETERMINED FROM THE FOLLOWING:
  - THE DEPARTMENT FOR TRANSPORTATION / HIGHWAYS ENGLAND DESIGN MANUAL FOR ROADS AND BRIDGES.
- 0100.7 PROPOSALS INDICATED ARE PRELIMINARY. FULL DETAILED DESIGN SUBJECT TO AIP AND TECHNICAL APPROVAL PROCESS

**KEY:**

- DEVELOPMENT BOUNDARY
  - EXISTING HIGHWAY BOUNDARY
  - PROPOSED HIGHWAY BOUNDARY
  - PROPOSED VEHICLE RESTRAINT SYSTEM
- EXISTING UTILITIES:
- OR — OPENREACH



**SECTION 01**  
1:100



**ELEVATION 02**  
1:100

| Rev | Description                         | Drawn | Date     | Chkd   |
|-----|-------------------------------------|-------|----------|--------|
| P02 | AMENDED FOLLOWING COMMENTS FROM DLA | KAI   | 19-09-25 | JCS/SW |
| P01 | FOR PLANNING                        | CRD   | 01-09-25 | JCS/SW |

**HINCHINGBROOKE LOGISTICS PARK**

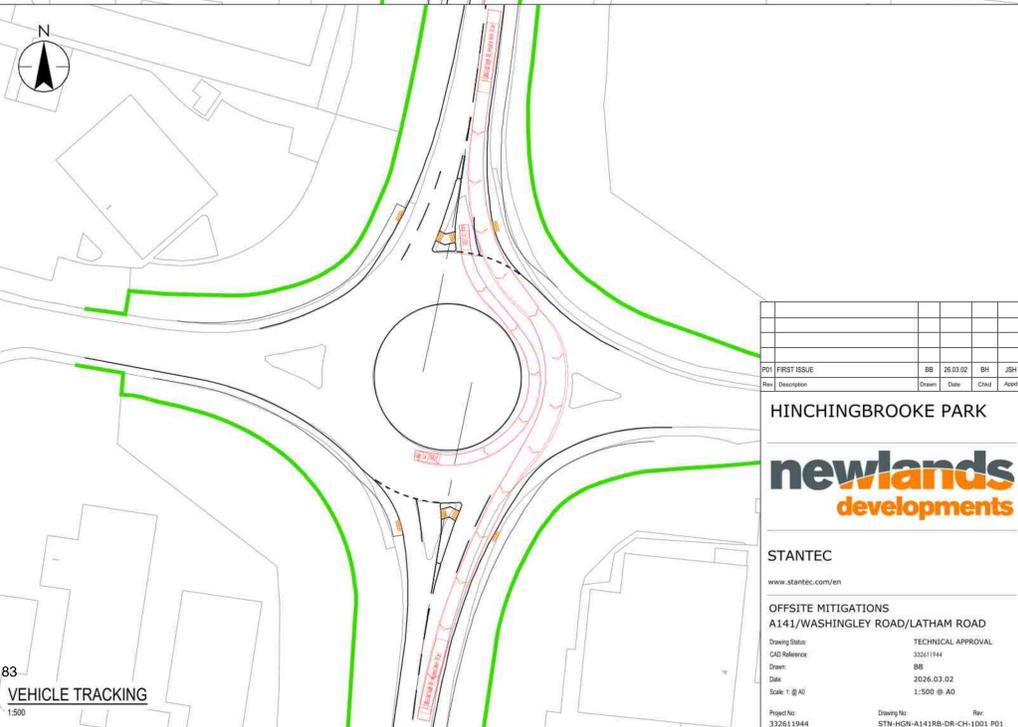
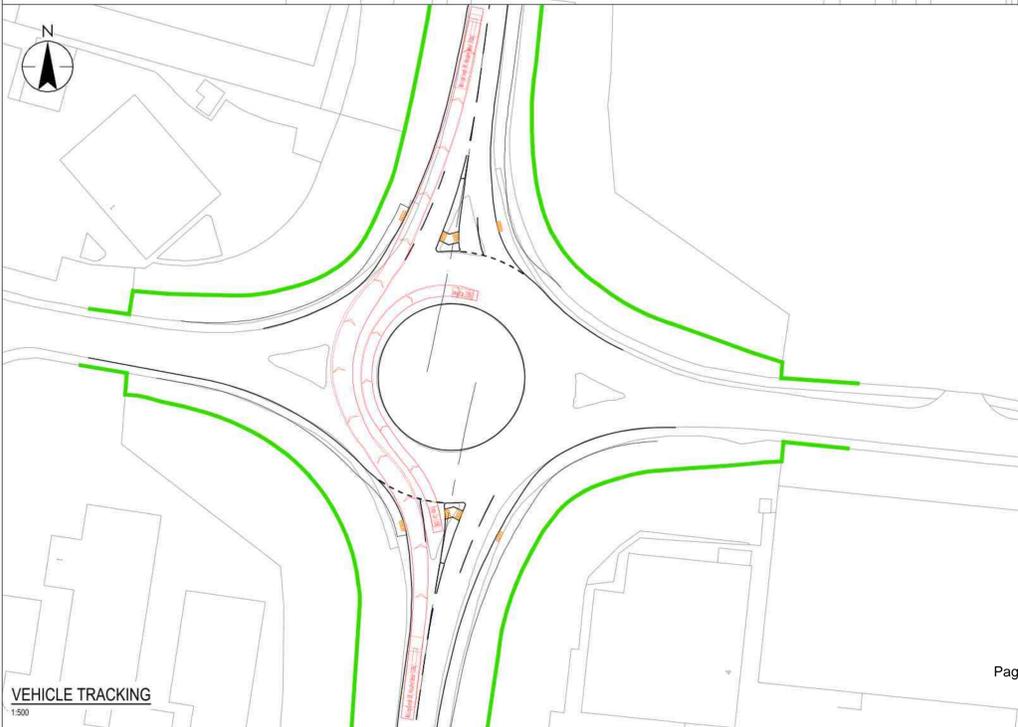
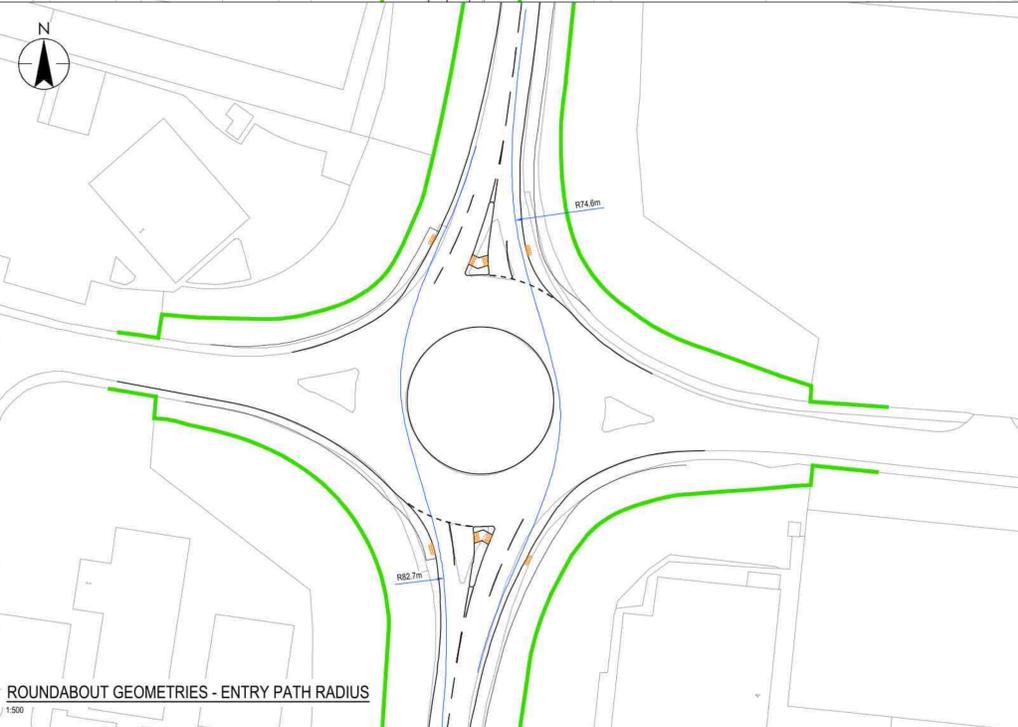
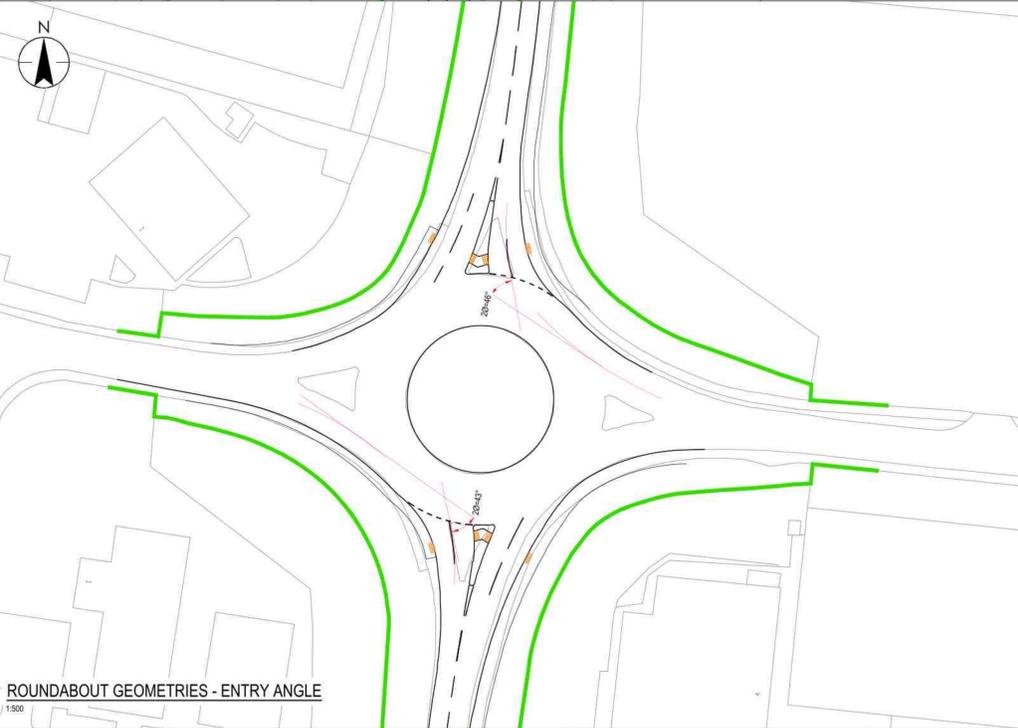
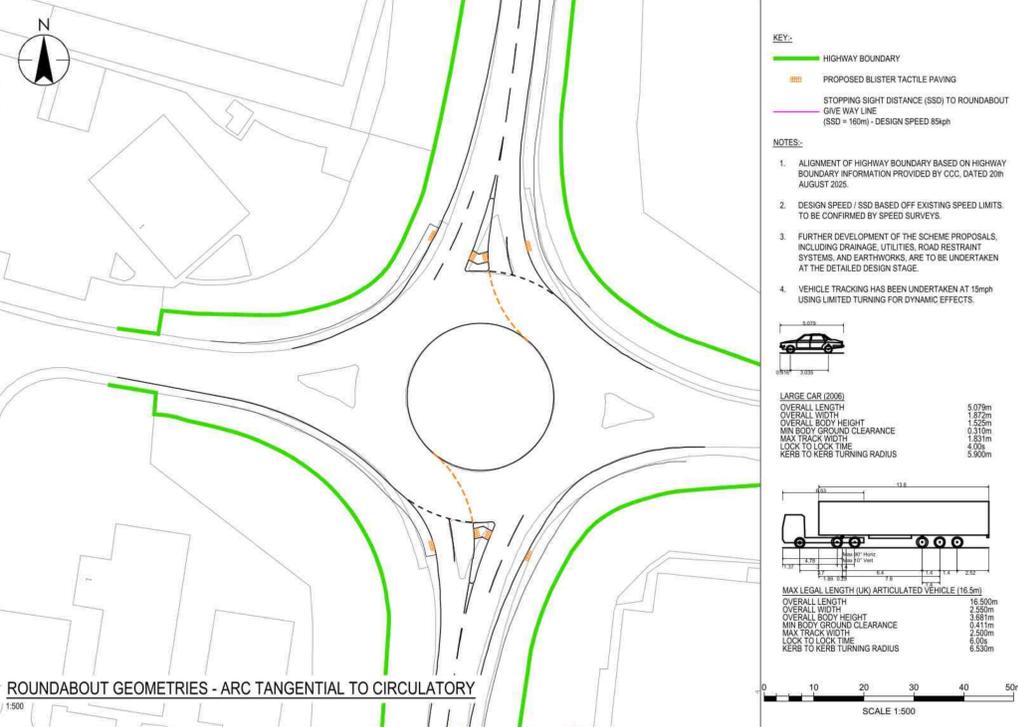
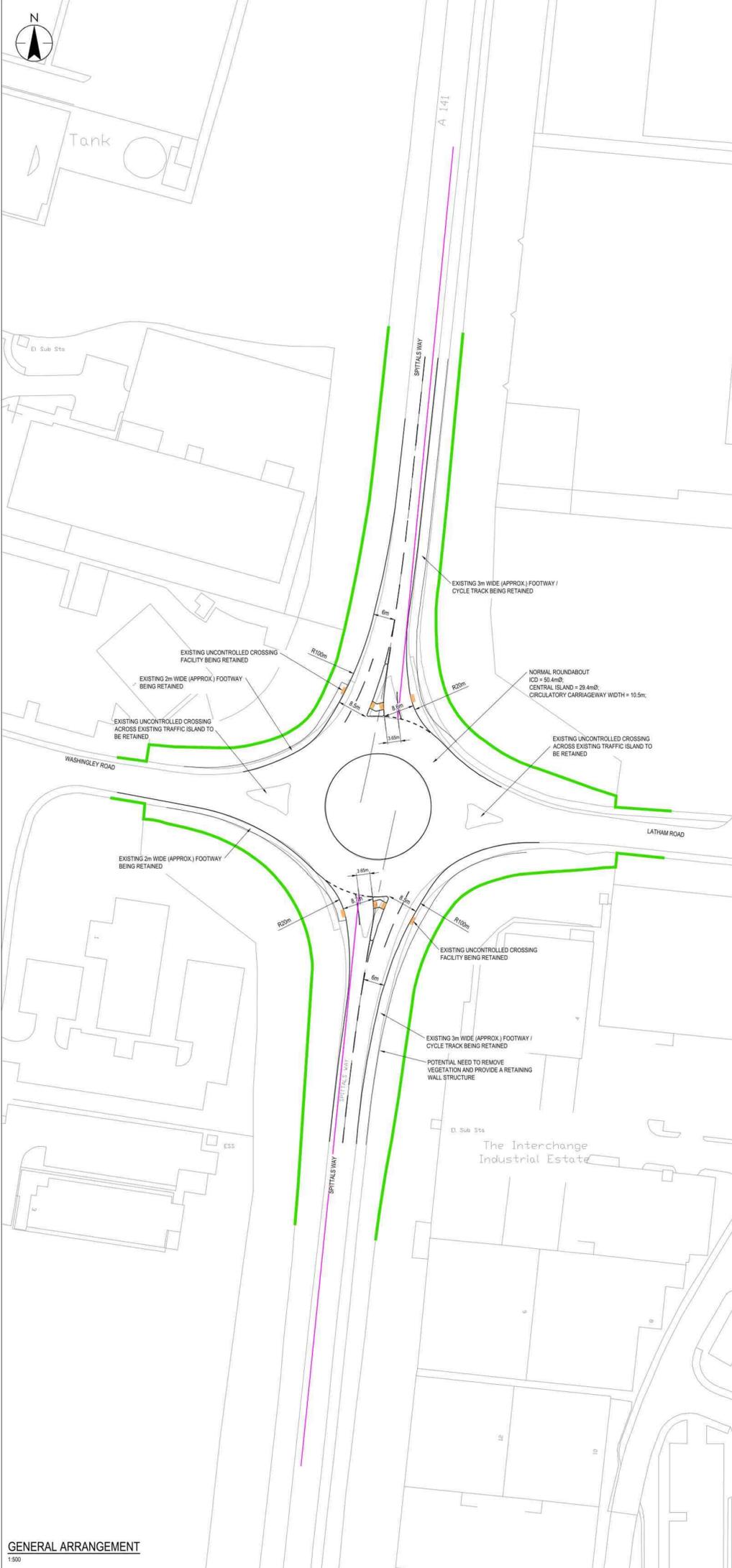


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**HINCHINGBROOKE A141 UNDERPASS  
GENERAL ARRANGEMENT**

|                 |                                     |
|-----------------|-------------------------------------|
| Drawing Status: | FOR INFORMATION                     |
| CAD Reference:  | 332611944-STN-SBR-XX-DR-CB-2500.dwg |
| Drawn:          | CRD                                 |
| Date:           | -                                   |
| Scale:          | 1: @ A1 As Indicated                |
| Project No:     | 332611944                           |
| Drawing No:     | STN-SBR-XX-DR-CB-2500               |
| Rev:            | P02                                 |



**KEY:**

- HIGHWAY BOUNDARY
- PROPOSED BLISTER TACTILE PAVING
- STOPPING SIGHT DISTANCE (SSD) TO ROUNDABOUT GIVE WAY LINE (SSD = 160m) - DESIGN SPEED 85kph

**NOTES:**

- ALIGNMENT OF HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY CCC, DATED 20th AUGUST 2025.
- DESIGN SPEED / SSD BASED OFF EXISTING SPEED LIMITS TO BE CONFIRMED BY SPEED SURVEYS.
- FURTHER DEVELOPMENT OF THE SCHEME PROPOSALS, INCLUDING DRAINAGE, UTILITIES, ROAD RESTRAINT SYSTEMS AND EARTHWORKS, ARE TO BE UNDERTAKEN AT THE DETAILED DESIGN STAGE.
- VEHICLE TRACKING HAS BEEN UNDERTAKEN AT 15kph USING LIMITED TURNING FOR DYNAMIC EFFECTS.

**LARGE CAR (2006)**

|                             |        |
|-----------------------------|--------|
| OVERALL LENGTH              | 5.079m |
| OVERALL WIDTH               | 1.822m |
| OVERALL BODY HEIGHT         | 1.525m |
| MIN BODY GROUND CLEARANCE   | 0.315m |
| MAX TRACK WIDTH             | 1.831m |
| LOCK TO LOCK TIME           | 4.00s  |
| KERB TO KERB TURNING RADIUS | 5.900m |

**MAX (LEGAL LENGTH (UK)) ARTICULATED VEHICLE (16.5m)**

|                             |         |
|-----------------------------|---------|
| OVERALL LENGTH              | 16.500m |
| OVERALL WIDTH               | 2.550m  |
| OVERALL BODY HEIGHT         | 3.881m  |
| MIN BODY GROUND CLEARANCE   | 0.411m  |
| MAX TRACK WIDTH             | 2.500m  |
| LOCK TO LOCK TIME           | 5.00s   |
| KERB TO KERB TURNING RADIUS | 6.530m  |

Scale 1:500

|     |             |       |          |       |       |
|-----|-------------|-------|----------|-------|-------|
| PO  | FRST ISSUE  | BB    | 25.03.02 | BH    | JSH   |
| Rev | Description | Drawn | Date     | Chk'd | App'd |

**HINCHINGBROOKE PARK**

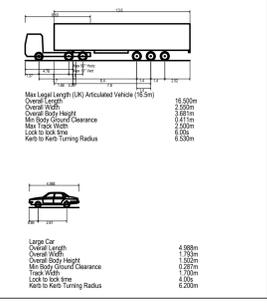
**newlands developments**

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**OFFSITE MITIGATIONS  
A141/WASHINGTON ROAD/LATHAM ROAD**

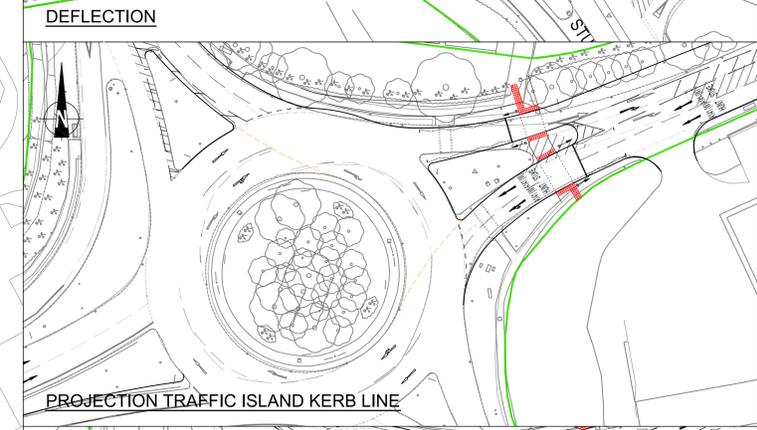
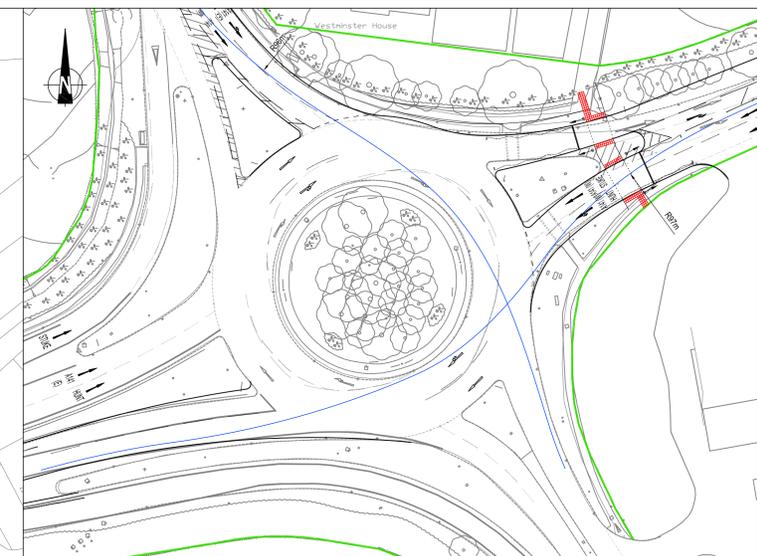
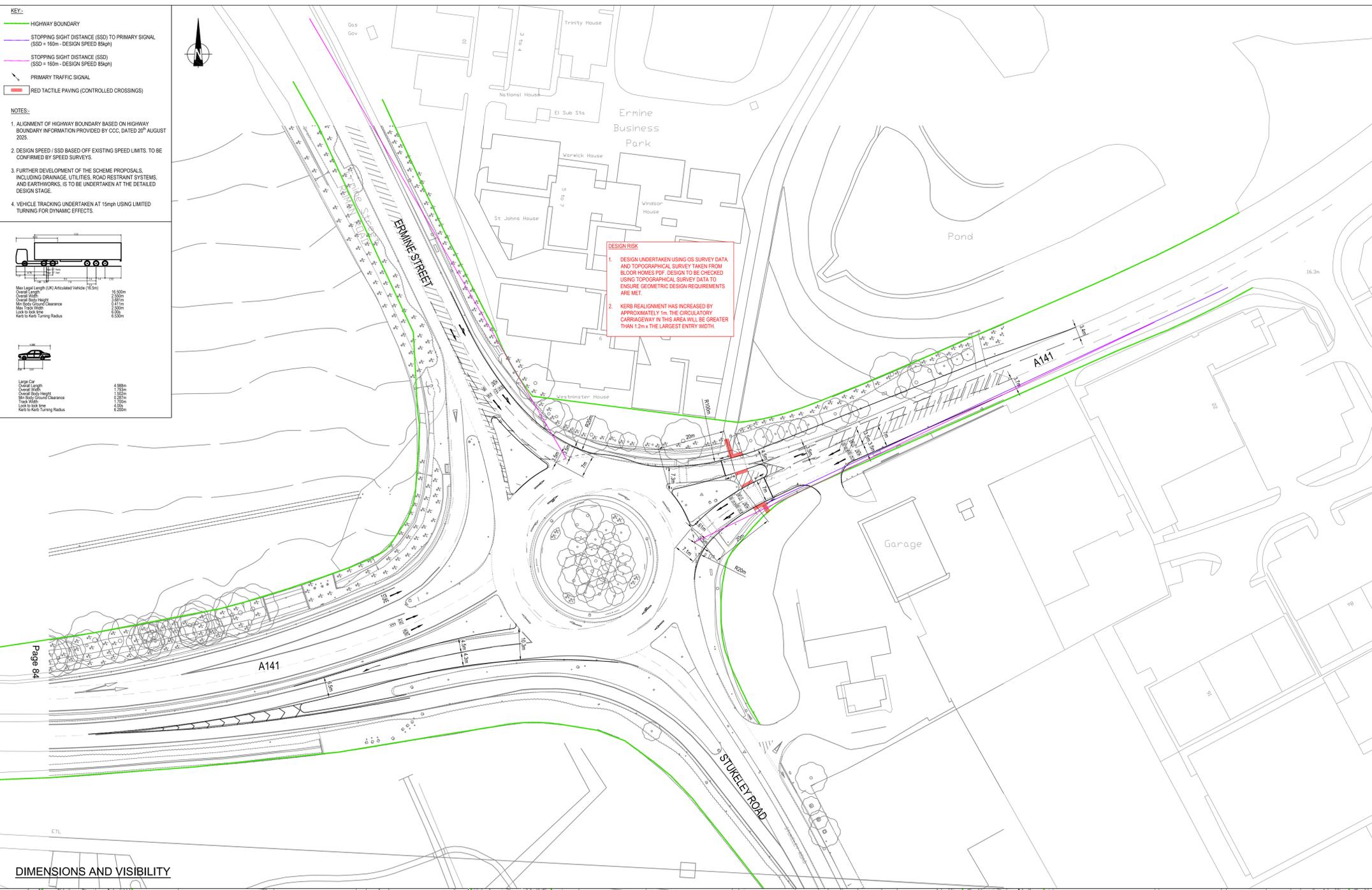
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| Drawing Status: | TECHNICAL APPROVAL            |
| CAD Reference:  | 332611744                     |
| Drawn:          | BB                            |
| Date:           | 2025.03.02                    |
| Scale:          | 1:500 @ A0                    |
| Project No:     | 332611944                     |
| Drawing No:     | STN-HGN-A141RS-DR-CH-1001_P01 |
| Rev:            |                               |

- KEY:**
- HIGHWAY BOUNDARY
  - STOPPING SIGHT DISTANCE (SSD) TO PRIMARY SIGNAL (SSD = 160m - DESIGN SPEED 85km/h)
  - STOPPING SIGHT DISTANCE (SSD) (SSD = 160m - DESIGN SPEED 85km/h)
  - PRIMARY TRAFFIC SIGNAL
  - RED TACTILE PAVING (CONTROLLED CROSSINGS)
- NOTES:**
- ALIGNMENT OF HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY CCC, DATED 20<sup>TH</sup> AUGUST 2020.
  - DESIGN SPEED / SSD BASED OFF EXISTING SPEED LIMITS. TO BE CONFIRMED BY SPEED SURVEYS.
  - FURTHER DEVELOPMENT OF THE SCHEME PROPOSALS, INCLUDING DRAINAGE, UTILITIES, ROAD RESTRAINT SYSTEMS, AND EARTHWORKS, IS TO BE UNDERTAKEN AT THE DETAILED DESIGN STAGE.
  - VEHICLE TRACKING UNDERTAKEN AT 15km/h USING LIMITED TURNING FOR DYNAMIC EFFECTS.

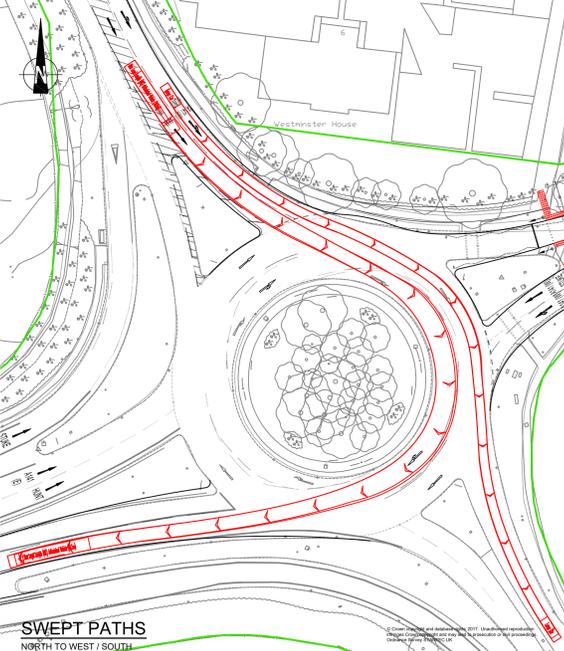
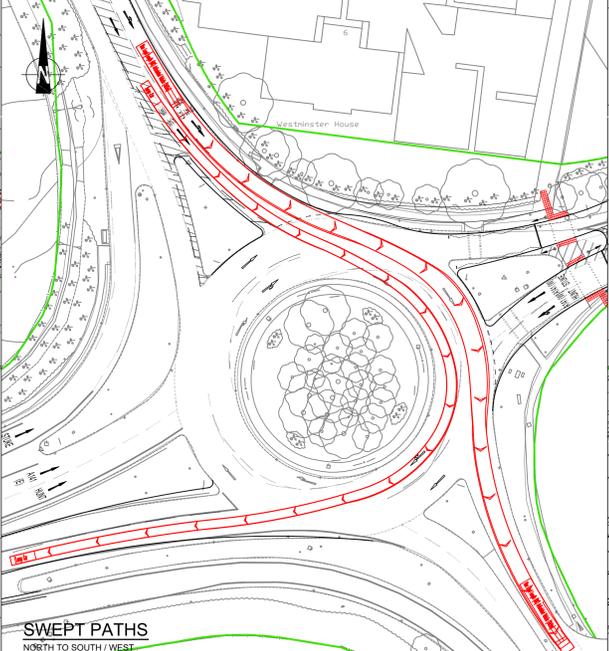
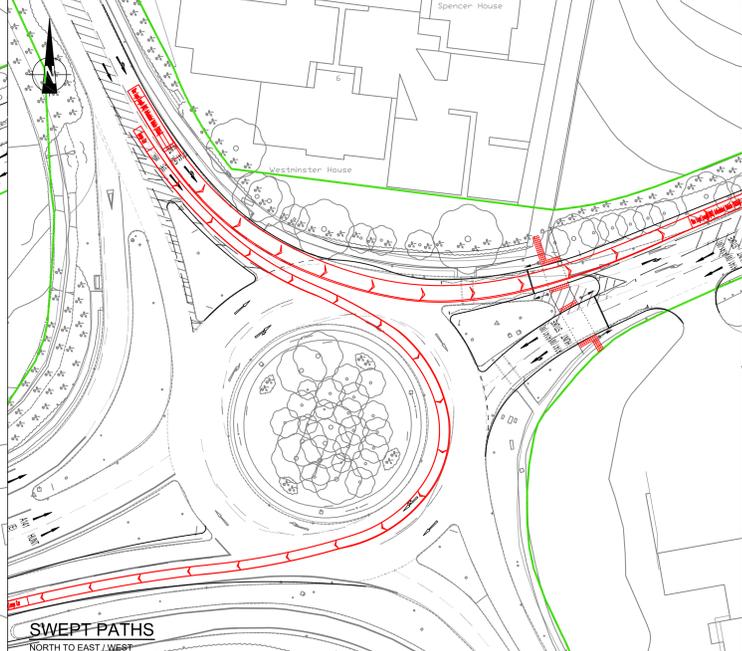
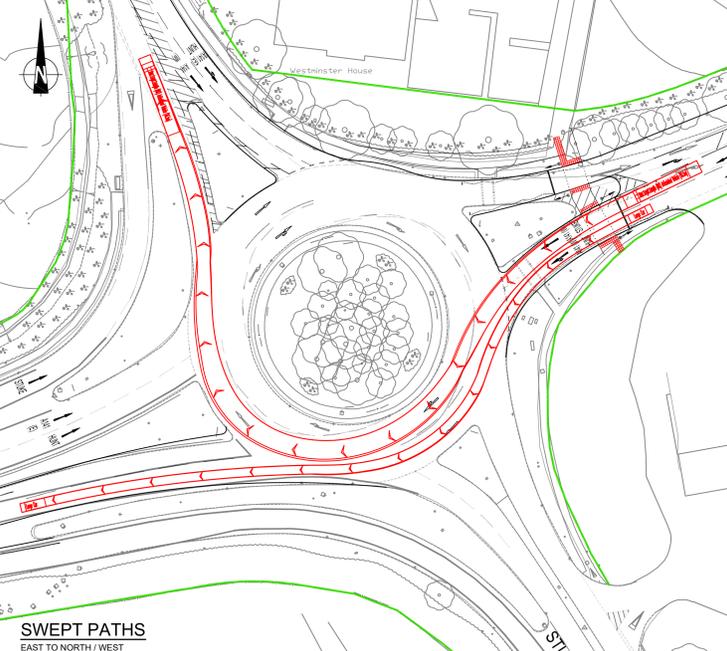


**DESIGN RISK**

- DESIGN UNDERTAKEN USING OS SURVEY DATA AND TOPOGRAPHICAL SURVEY TAKEN FROM BLOOR HOMES PDF. DESIGN TO BE CHECKED USING TOPOGRAPHICAL SURVEY DATA TO ENSURE GEOMETRIC DESIGN REQUIREMENTS ARE MET.
- KERB REALIGNMENT HAS INCREASED BY APPROXIMATELY 1m. THE CIRCULATORY CARRIAGEWAY IN THIS AREA WILL BE GREATER THAN 1.2m x THE LARGEST ENTRY WIDTH.



**DIMENSIONS AND VISIBILITY**



| POI | REV | DESCRIPTION | DATE       | BY | CHKD | APPD |
|-----|-----|-------------|------------|----|------|------|
|     | 1   | FIRST ISSUE | 20.03.2020 | BN | JSH  |      |

**HINCHINGBROOKE PARK**

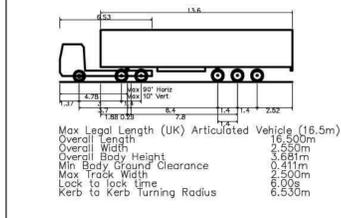
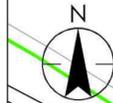
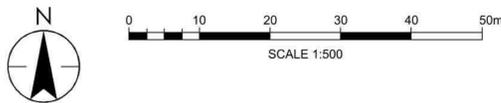
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**OFFSITE MITIGATIONS**  
A141 / ERMINE STREET ROUNDABOUT

Drawn/Issued: 30/01/19/4  
Checked: JS  
Date: 2020-03-02  
Scale: 1:500 @ A0

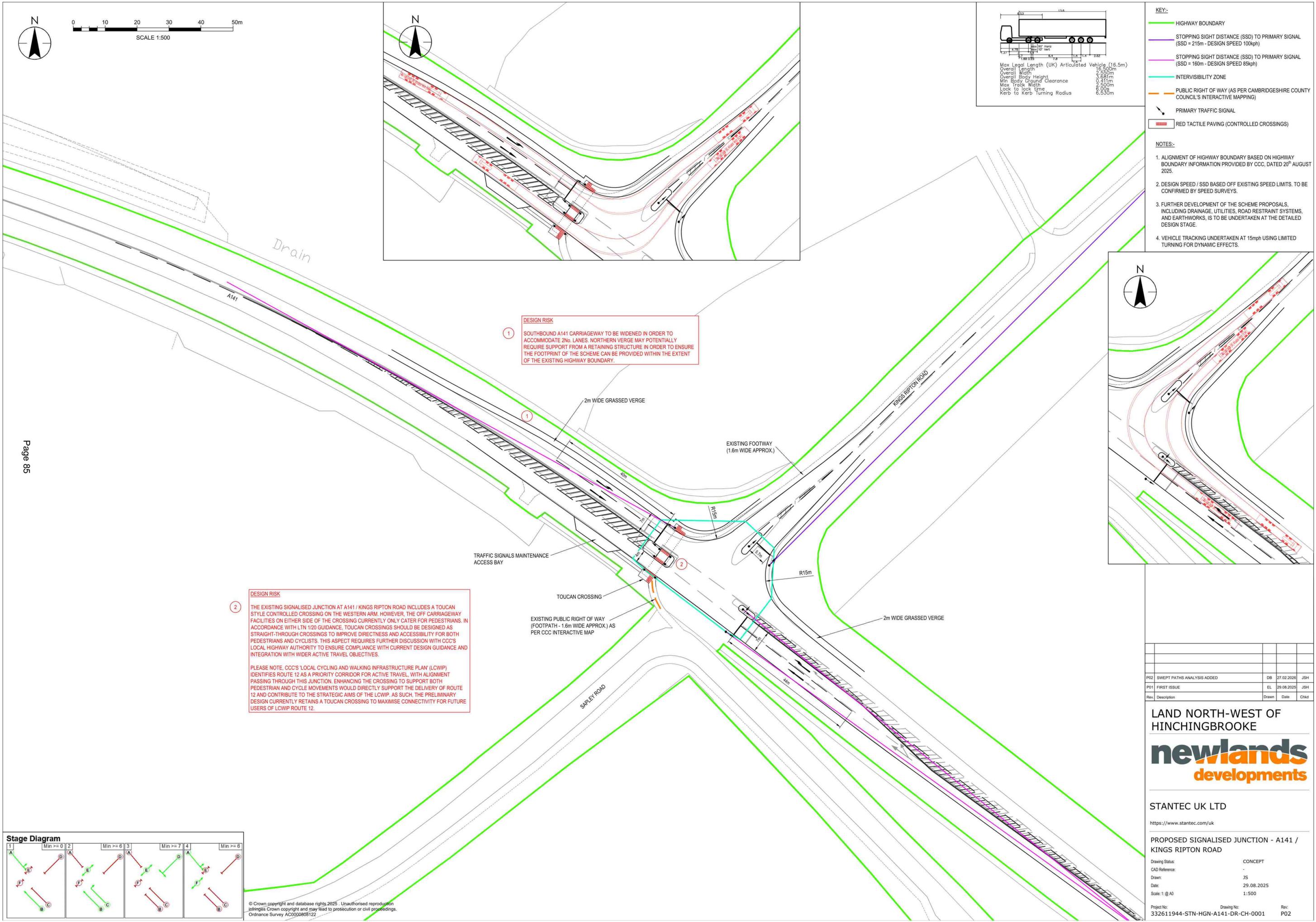
Project No: 332611944  
Drawing No: STN-HGN-A141RB-DR-CH-1000-P01



- KEY:-**
- HIGHWAY BOUNDARY
  - STOPPING SIGHT DISTANCE (SSD) TO PRIMARY SIGNAL (SSD = 215m - DESIGN SPEED 100kph)
  - STOPPING SIGHT DISTANCE (SSD) TO PRIMARY SIGNAL (SSD = 160m - DESIGN SPEED 85kph)
  - INTERVISIBILITY ZONE
  - PUBLIC RIGHT OF WAY (AS PER CAMBRIDGESHIRE COUNTY COUNCIL'S INTERACTIVE MAPPING)
  - PRIMARY TRAFFIC SIGNAL
  - RED TACTILE PAVING (CONTROLLED CROSSINGS)

- NOTES:-**
1. ALIGNMENT OF HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY CCC, DATED 20<sup>th</sup> AUGUST 2025.
  2. DESIGN SPEED / SSD BASED OFF EXISTING SPEED LIMITS. TO BE CONFIRMED BY SPEED SURVEYS.
  3. FURTHER DEVELOPMENT OF THE SCHEME PROPOSALS, INCLUDING DRAINAGE, UTILITIES, ROAD RESTRAINT SYSTEMS, AND EARTHWORKS, IS TO BE UNDERTAKEN AT THE DETAILED DESIGN STAGE.
  4. VEHICLE TRACKING UNDERTAKEN AT 15mph USING LIMITED TURNING FOR DYNAMIC EFFECTS.

Page 85



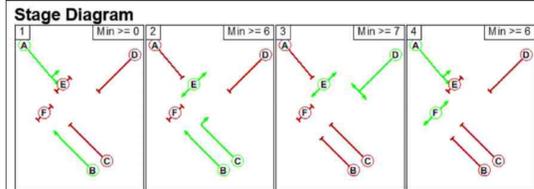
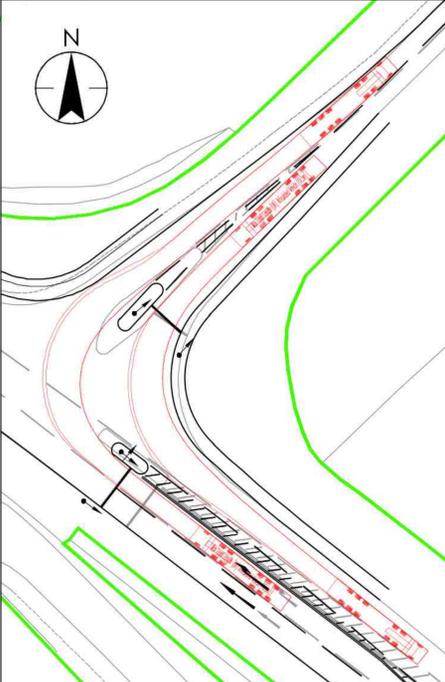
**DESIGN RISK**

1 SOUTHBOUND A141 CARRIAGEWAY TO BE WIDENED IN ORDER TO ACCOMMODATE 2No. LANES. NORTHERN VERGE MAY POTENTIALLY REQUIRE SUPPORT FROM A RETAINING STRUCTURE IN ORDER TO ENSURE THE FOOTPRINT OF THE SCHEME CAN BE PROVIDED WITHIN THE EXTENT OF THE EXISTING HIGHWAY BOUNDARY.

**DESIGN RISK**

2 THE EXISTING SIGNALISED JUNCTION AT A141 / KINGS RIPTON ROAD INCLUDES A TOUCAN STYLE CONTROLLED CROSSING ON THE WESTERN ARM. HOWEVER, THE OFF CARRIAGEWAY FACILITIES ON EITHER SIDE OF THE CROSSING CURRENTLY ONLY CATER FOR PEDESTRIANS. IN ACCORDANCE WITH LTN 102 GUIDANCE, TOUCAN CROSSINGS SHOULD BE DESIGNED AS STRAIGHT-THROUGH CROSSINGS TO IMPROVE DIRECTNESS AND ACCESSIBILITY FOR BOTH PEDESTRIANS AND CYCLISTS. THIS ASPECT REQUIRES FURTHER DISCUSSION WITH CCC'S LOCAL HIGHWAY AUTHORITY TO ENSURE COMPLIANCE WITH CURRENT DESIGN GUIDANCE AND INTEGRATION WITH WIDER ACTIVE TRAVEL OBJECTIVES.

PLEASE NOTE, CCC'S 'LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN' (LCWIP) IDENTIFIES ROUTE 12 AS A PRIORITY CORRIDOR FOR ACTIVE TRAVEL, WITH ALIGNMENT PASSING THROUGH THIS JUNCTION. ENHANCING THE CROSSING TO SUPPORT BOTH PEDESTRIAN AND CYCLE MOVEMENTS WOULD DIRECTLY SUPPORT THE DELIVERY OF ROUTE 12 AND CONTRIBUTE TO THE STRATEGIC AIMS OF THE LCWIP. AS SUCH, THE PRELIMINARY DESIGN CURRENTLY RETAINS A TOUCAN CROSSING TO MAXIMISE CONNECTIVITY FOR FUTURE USERS OF LCWIP ROUTE 12.



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|     |                            |       |            |      |
|-----|----------------------------|-------|------------|------|
| PO2 | SWEPT PATHS ANALYSIS ADDED | DB    | 27.02.2026 | JSH  |
| PO1 | FIRST ISSUE                | EL    | 29.08.2025 | JSH  |
| Rev | Description                | Drawn | Date       | Chkd |

LAND NORTH-WEST OF HINCHINGBROOKE

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PROPOSED SIGNALISED JUNCTION - A141 / KINGS RIPTON ROAD

Drawing Status: CONCEPT  
 CAD Reference: -  
 Drawn: JS  
 Date: 29.08.2025  
 Scale: 1: @ A0 1:500

Project No: 332611944-STN-HGN-A141-DR-CH-0001  
 Drawing No: P02

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## DEVELOPMENT MANAGEMENT COMMITTEE 23<sup>rd</sup> March 2026

**Case No:** 25/00892/OUT

**Proposal:** OUTLINE APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS VIA PETERBOROUGH ROAD FOR THE DEMOLITION OF 107 PETERBOROUGH ROAD, AND THE DEVELOPMENT OF UP TO 185 DWELLINGS (USE CLASS C3), PUBLIC OPEN SPACE AND ASSOCIATED INFRASTRUCTURE

**Location:** LAND WEST OF PETERBOROUGH ROAD FARCET

**Applicant:** HALLAM LAND AND PERSIMMON HOMES EAST MIDLANDS

**Grid Ref:** 520045 295395

**Date of Registration:** 16<sup>th</sup> May 2025

**Parish:** FARCET

---

### RECOMMENDATION - APPROVE

This application is referred to the Development Management Committee (DMC) in accordance with the Scheme of Delegation as the Officer recommendation of approval is contrary to that of the Parish Council.

#### 0. BACKGROUND

0.1 The application was previously put on the 19<sup>th</sup> January DMC agenda. However, Officers withdrew the application from that agenda as discussions were still ongoing with Peterborough City Council Highways. Those discussions have now been resolved.

#### 1. DESCRIPTION OF SITE AND APPLICATION

##### Site and Surroundings

1.1 The application site is an 8 hectare, broadly rectangular, parcel of agricultural land, that is bound by the A605 to the North. This forms a robust physical edge to the site, and the City of Peterborough City lies beyond. The western boundary is defined by Stanground Lode, which provides a natural buffer to Stanham Way and the Peterborough South Logistics Park, Kingston Park, including an Amazon distribution centre (logistics warehouses)

immediately beyond. Stanground Lode and the associated habitat also connects to Crown Lakes Country Park located approximately 450m south of the site and a wider woodland corridor. There are residential properties on Peterborough Road in the village of Farcet to the east, with arable fields further beyond. There are also residential properties on Throstlenest to the south of the site as well as equine pastures. Land immediately to the southeast has planning permission for 12 assisted living apartments under reference 23/02502/FUL.

- 1.2 Visually, the site is well-contained and not publicly accessible with strong boundary edges. The administrative boundary of the City of Peterborough lies immediately to the West of the site and to the North beyond the A605. The City of Peterborough lies north of the A605 Peterborough Road flyover.
- 1.3 The site is located in Flood Zone 1 (less than 1 in 1000 annual probability of river or sea flooding) as identified by the Huntingdonshire Strategic Flood Risk Assessment (SFRA) 2024 and the Environment Agency Flood Map for Planning. There is some surface water flooding on the far eastern element of the site, close to the backs of the properties on Peterborough Road.
- 1.4 There are no designated heritage assets which would be affected by the proposed development and no trees subject to a preservation order in the vicinity. The site does not fall within a protected landscape and there are no statutory habitat sites in close proximity.

#### Proposal

- 1.5 This application seeks outline permission with all matters reserved except for access via Peterborough Road for the demolition of 107 Peterborough Road, and the development of up to 185 dwellings (Use Class C3), public open space and associated infrastructure.
- 1.6 Vehicular access to the site would be via a new priority junction to be formed on Peterborough Road, approval for which is sought within this application. The proposed access would be off Peterborough Road, as No.107 would be demolished to provide the access provision. The access would comprise of a 5.5m wide carriageway, a 2m footpath on the south side, and a 2.5m cycle path and 2m footpath on the north side. An emergency access would be provided in the northeast of the site between 135 and 137 Peterborough Road. The emergency access would also be used as a footway and cycleway link into the site. A recreational route is also proposed, linking the new development with the A605.
- 1.7 The dwelling mix has not been prescribed at this stage, being deferred to be considered as a reserved matter. Matters of layout,

scale, appearance and landscaping would all also be considered at the reserved matters stage.

- 1.8 The proposal includes 40% of the dwellings to be affordable for either rent or shared ownership, which would amount to 74 of the 185 dwellings being affordable.
- 1.9 This application has been accompanied by the following drawings and documents:
- Location plan & parameter plan
  - Planning, Design & Access and Affordable Housing Statement
  - Flood Risk Assessment and Surface Water Drainage Strategy
  - Foul Sewerage and Utilities Assessment
  - Air Quality Assessment
  - Noise Impact Assessment
  - Transport Statement
  - Arboricultural Statement
  - Preliminary Ecological Appraisal
  - Biodiversity Net Gain Assessment
  - Archaeological and Heritage Assessment
  - Community Benefit Assessment
  - Economic Benefits Statement
  - Landscape & Visual Appraisal
  - Phase 1 and 2 Contamination Assessments
  - Rapid Health Impact Assessment
  - Statement of Community Involvement
  - Geophysical Report
  - Access and off-site drawings
- 1.10 An illustrative masterplan has been provided to assist in assessing the scheme but is a reserved matter as it relates to the detailed layout etc, and therefore will not be an approved plan.
- 1.11 Officers have scrutinised the plans and have familiarised themselves with the site and surrounding area.

#### Environmental Impact Assessment (EIA)

- 1.12 With regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 the development meets the criteria within Schedule 2 to require a detailed screening opinion, as the application proposes more than 150 dwellings and is over 5 hectares.
- 1.13 Officers have therefore screened the proposal as part of this application and considered the Characteristics of development, Location of development, types and characteristics of the potential impact. A high level appraisal of potential in-combination effects

has been undertaken alongside a consultation and detailed review of the submitted documents. No relevant consultees have raised any significant effects to any receptors. Suitable mitigation is also proposed as part of the application for any effects that may rise.

- 1.14 The proposal is considered to be Schedule 2 development that is unlikely, having regard to the nature, location and other characteristics of the development, to give rise to significant environmental effects. As such, it is not considered to be EIA development.

## **2. NATIONAL GUIDANCE**

- 2.1 The National Planning Policy Framework (NPPF December 2024) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2024 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'

- 2.2 The NPPF 2024 sets out the Government's planning policies for (amongst other things):
- delivering a sufficient supply of homes;
  - building a strong, competitive economy;
  - achieving well-designed, beautiful and safe places;
  - conserving and enhancing the natural, built and historic environment

- 2.3 The Planning (Listed Buildings and Conservation Areas) Act 1990, Planning Practice Guidance and the National Design Guide 2021 are also relevant and material considerations.

- 2.4 For full details visit the government website [National Guidance](#)

## **3. PLANNING POLICIES**

- 3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019)

- LP1: Amount of Development
- LP2: Strategy for Development
- LP3: Green Infrastructure
- LP4: Contributing to Infrastructure Delivery
- LP5: Flood Risk
- LP6: Waste Water Management
- LP7: Spatial Planning Areas
- LP9: Small Settlement
- LP10: The Countryside
- LP11: Design Context
- LP12: Design Implementation
- LP14: Amenity
- LP15: Surface Water

- LP16: Sustainable Travel
- LP17: Parking Provision and Vehicle Movement
- LP25: Housing Mix
- LP28: Rural Exceptions Housing
- LP30: Biodiversity and Geodiversity
- LP31: Trees, Woodland, Hedges and Hedgerows
- LP37: Ground Contamination and Groundwater Pollution

### 3.2 Supplementary Planning Documents (SPD) and Guidance:

- Huntingdonshire Design Guide Supplementary Planning Document (2017)
- Developer Contributions SPD (2011)
- Huntingdonshire Landscape and Townscape SPD (2022)
- Huntingdonshire Strategic Flood Risk Assessment (2017)
- Cambridgeshire Flood and Water SPD (2017)
- Annual Monitoring Review regarding housing land supply (2024)
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)

Local policies are viewable at <https://www.huntingdonshire.gov.uk>

### 3.3 The National Design Guide (2021):

- C1 - Understand and relate well to the site, its local and wider context
- I1 - Respond to existing local character and identity
- I2 - Well-designed, high quality and attractive
- B2 - Appropriate building types and forms
- M3 - Well-considered parking, servicing and utilities infrastructure for all users
- N3 - Support rich and varied biodiversity
- H1 - Healthy, comfortable and safe internal and external environment
- H2 - Well-related to external amenity and public spaces
- H3 - Attention to detail: storage, waste, servicing and utilities.

For full details visit the government website.

## 4. RELEVANT PLANNING HISTORY

4.1 None relevant.

## 5. CONSULTATIONS

### Summary of consultation responses

5.1 Farcet Parish Council - Objection

The proposal, in its current form, fails to comply with multiple policies of the National Planning Policy Framework and the

Huntingdonshire Local Plan to 2036, and does not demonstrate that it can be delivered safely or without significant harm to amenity, highway safety or the local environment.

1. Conflict with the National Planning Policy Framework (NPPF)
    - a. Sustainable development
    - b. Highway safety (unacceptable impact)
    - c. Infrastructure capacity
    - d. Ecology and biodiversity
    - e. Prematurity
  2. Conflict with the Huntingdonshire Local Plan to 2036 (Adopted Plan)
    - a. LP2 – outside settlement boundary, unallocated
    - b. LP11 / LP12 – inadequate design certainty
    - c. LP14 – unsafe access, no suitable transport mitigation
    - d. LP19 – insufficient flood/drainage evidence
    - e. LP30 – bat corridor not secured
  3. Site NOT included in the updated Local Plan allocations
  4. Highway Safety, Traffic Impact & Access — Concerns NOT Mitigated
    - a. The proposed 4 m wide cycleway/footpath on St Mary's Street offers very little benefit
    - b. Narrowing the Gazeley Gardens junction is unnecessary and makes the junction more hazardous
    - c. Traffic analysis does NOT consider existing or potential developments
    - d. Parish Council was NOT consulted — contrary to how the application is presented
    - e. Farcet Business centre → Cardea footpath link would provide real benefit
  5. Scale and Impact on Village Character
  6. Ecology, Lighting and Bat Corridor
  7. Flooding and Drainage
  8. Local Services Capacity
  9. Prematurity & Reliance on Reserved Matters
- 5.2 HDC Housing Officer – Supports
- supports provision of affordable housing as a general principle, subject to conforming with the Council's planning policies. Notes potential constraints relating to odour nuisance.
- 5.3 HDC Urban Design Officer – Supports
- Recommends condition compliance with parameter plan.
- 5.4 HDC Landscape Officer – No objection.
- 5.5 HDC Ecology Officer – No objection in principle.
- Further info required. Recommends condition for bat corridor, BNG etc.
- 5.6 HDC Tree Officer – No objection.

- Recommends conditions for tree info to be submitted with reserved matters.
- 5.7 HDC Environmental Health – No objection.
- Recommends conditions regarding contamination, CEMP, noise etc.
- 5.8 Cambridgeshire Constabulary Designing Out Crime Office – No objection.
- 5.9 Cambridgeshire County Council (CCC) Archaeology – No objection.
- Recommends a written scheme of investigation condition.
- 5.10 Cambridgeshire County Council (CCC) Highways – No objections subject to conditions.
- 5.11 Cambridgeshire County Council (CCC) Transport Assessment Team – No objection.
- Recommends conditions regarding off site highway improvement works, travel plan and S106 contribution.
- 5.12 Cambridgeshire County Council Development & Policy Team – No objection.
- 5.13 Cambridgeshire County Council (CCC) Lead Local Flood Authority (LLFA) – No objection subject to conditions.
- 5.14 Peterborough City Council (PCC) Lead Local Flood Authority (LLFA) – No objection subject to conditions.
- 5.15 Peterborough City Council (PCC) Highways – No objection subject to conditions.
- 5.16 Anglian Water – No objection. This site is within the catchment of Peterborough (Flag Fen) Water Recycling Centre (WRC), which currently can accommodate the additional flows generated by the proposed development. Peterborough (Flag Fen) WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025- 2030.

## **6. REPRESENTATIONS**

- 6.1 Summary of letters of objection received from 85 addresses:
- Will worsen congestion especially during peak times as this is key road connecting Yaxley and Stanground.
  - The addition of 185+ cars onto local roads will detrimentally affect highway safety especially for pedestrians and cyclists.
  - Safety of proposed access
  - Access Alternatives: No viable options, such as Stanham Way or the A605, have been explored. The cited toucan

crossing (incorrectly labelled A405) offers no relief to Peterborough Road

- Too many homes proposed for this size of village (27% increase). The proposed development is out of proportion with Farcet's character as a small rural village. Such large-scale expansion threatens the village's identity and overwhelms existing infrastructure
- Impact on village character
- Lack of services and facilities
- Doctors and schools are oversubscribed.
- A similar development on the other side of Peterborough Road has recently been declined due to similar concerns.
- 17 homes are already being built on Cross Street
- Lack of meaningful consultation
- Lack of local support
- Inconsistent with local plan policies
- Loss of green space and buffer between Farcet and warehouses
- Impact on wildlife
- Noise and air pollution from vehicles
- Loss of view
- Loss of value to neighbouring properties.
- The proximity and height of the new homes may overlook existing properties, leading to significant loss of privacy for current residents.
- The scale and positioning of the new buildings risk overshadowing neighbouring homes, reducing natural light.
- Directional light shining into 80 Peterborough Road from cars exiting the new junction/access.
- Properties at 105 & 109 Peterborough Road will be impacted by the access road into the new development.
- Impact of construction and demolition on neighbouring properties
- Drainage and flooding concerns

6.2 Concerns raised about the loss of views and loss of value to neighbouring properties are not material planning considerations that the Local Planning Authority can lawfully take into account in determining the application. In terms of consultation, the Council has carried sufficient consultation in line with statutory duties.

## **7. ASSESSMENT**

7.1 When determining planning applications, it is necessary to establish what weight should be given to each plan's policies in order to come to a decision. The following legislation, government policy and guidance outline how this should be done.

7.2 As set out within the Planning and Compulsory Purchase Act 2004 (Section 38(6)) and the Town and Country Planning Act 1990

(Section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to have provisions of the development plan, so far as material to the application, and to any other material considerations. This is reiterated within the NPPF (2024). The development plan is defined in Section 38(3)(b) of the 2004 Act as “the development plan documents (taken as a whole) that have been adopted or approved in that area”.

- 7.3 In Huntingdonshire the Development Plan (relevant to this applications) consists of:
- Huntingdonshire’s Local Plan to 2036 (2019)
  - Cambridgeshire & Peterborough Minerals and Waste Local Plan (2021)
- 7.4 The statutory term ‘material considerations’ has been broadly construed to include any consideration relevant in the circumstances which bears on the use or development of the land: *Cala Homes (South) Ltd v Secretary of State for Communities and Local Government & Anor* [2011] EWHC 97 (Admin); [2011] 1 P. & C.R. 22, per Lindblom J. Whilst accepting that the NPPF does not change the statutory status of the Development Plan, paragraph 2 confirms that it is a material consideration and significant weight is given to this in determining applications.
- 7.5 The main issues to consider in the determination of this application are:
- The principle of development, including its impact on the character and appearance of the area
  - Access, Transport, Highway Safety & Parking Provision
  - Flood Risk, Surface Water and Foul Drainage
  - Parameter Plans, Indicative Layout, Landscaping, Trees and Open Space
  - Biodiversity
  - Residential Amenity
  - Affordable Housing
  - Accessible Housing
  - Water Efficiency
  - Other Matters
  - Developer Contributions

**The principle of development, including its impact on the character and appearance of the area**

Housing Land Supply

- 7.6 NPPF paragraph 78 requires the Council to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against our housing requirement. A substantially revised methodology for calculating local housing need and the reimposition of this as a mandatory approach for establishing housing requirements was introduced

on 12th December 2024 in the revised NPPF and associated NPPG (the standard method).

- 7.7 As Huntingdonshire's Local Plan to 2036 is now over 5 years old it is necessary to demonstrate a five-year housing land supply (5YHLS) based on the housing requirement set using the standard method. NPPF paragraph 78 also requires provision of a buffer to ensure choice and competition in the market for land. As Huntingdonshire has successfully exceeded the requirements of the Housing Delivery Test, a 5% buffer is required here. The 5-year housing land requirement, including a 5% buffer, is 5,907 homes. The current 5YHLS is 4,345 homes, equivalent to 3.68 years' supply.
- 7.8 As a result of this, the presumption in favour of sustainable development is applied for decision-taking in accordance with paragraph 11 (d) and footnote 8 of the NPPF in relation to applications involving the provision of housing. This is generally referred to as 'the tilted balance'. While no 5YHLS can be demonstrated the Local Plan policies concerned with the supply and location of housing as set out in the Development Strategy chapter (policies LP2, LP7, LP8, LP9 and LP10) of Huntingdonshire's Local Plan to 2036 are considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications. Each planning application will be considered on its own merits and the degree of weight to be attached is a matter for the decision maker. Where an application is situated within a parish with a made Neighbourhood Plan NPPF paragraph 14 should also be taken into account.

Location and suitability of the site (including its impact on the character and appearance of the area)

- 7.9 The application seeks outline planning permission for up to 185 dwellings (40% affordable dwellings) on a site within Farcet.
- 7.10 Policy LP2 of the Huntingdonshire Local Plan to 2036 (the Local Plan) sets out the overarching development strategy for Huntingdonshire through the plan period. The main objectives are:
- Concentrate development in locations which provide, or have the potential to provide, the most comprehensive range of services and facilities;
  - Direct substantial new development to two strategic expansion locations of sufficient scale to form successful, functioning new communities;
  - Provide opportunities for communities to achieve local development aspirations for housing, employment, commercial or community related schemes;
  - Support a thriving rural economy;
  - Protect the character of existing settlements and recognise the intrinsic character and beauty of the surrounding countryside;
  - Conserve and enhance the historic environment; and

- Provide complementary green infrastructure enhancement and provision to balance recreational and biodiversity needs and to support climate change adaptation.
- 7.11 Policy LP2 directs approximately a quarter of the objectively assessed need for housing (together with a limited amount of employment growth) to sites dispersed across the Key Service Centres and Small Settlements in order to support the vitality of these communities and provide flexibility and diversity in the housing supply. In addition, rural exception, small and windfall sites will be permitted on sites which are in conformity with other policies of the plan, thereby providing further flexibility in the housing supply.
- 7.12 Policy LP2 is within the Development Strategy chapter of Huntingdonshire's Local Plan to 2036, and is therefore considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications for residential development. Notwithstanding this, weight should still be given to Policy LP2 given that it directs development in locations which provide, or have the potential to provide, the most comprehensive range of services and facilities which is consistent with the NPPF.
- 7.13 Local Plan Policy LP9 identifies Farcet as a Small Settlement, one of many settlements across Huntingdonshire which have limited or no available services and facilities. Small Settlements are less sustainable than those in the Spatial Planning Areas or the Key Service Centres, and inherently involve a greater need to travel on a regular basis to access services and facilities elsewhere. Consequently, the Local Plan does not make any development allocations in the Small Settlements, instead allowing only for a limited amount of sustainable development in order to contribute to the settlements' social and economic sustainability.
- 7.14 Policy LP9 states:

*'Development Proposals within the Built-up Area*

*A proposal that is located within a built-up area of a Small Settlement will be supported where the amount and location of development proposed is sustainable in relation to the:*

- a. level of service and infrastructure provision within the settlement;*
- b. opportunities for users of the proposed development to access everyday services and facilities by sustainable modes of travel including walking, cycling and public transport;*
- c. effect on the character of the immediate locality and the settlement as a whole.*

*Development Proposals on Land well-related to the Built-up Area*

*A proposal for development on land well-related to the built-up area may be supported where it accords with the specific opportunities allowed for through other policies of this plan.'*

7.15 Policy LP9 is within the Development Strategy chapter of Huntingdonshire's Local Plan to 2036, and is therefore considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications for residential development. Notwithstanding this, weight should still be given to Policy LP9 given that the policy sets out that a set of criteria for assessing whether the proposal reflects sustainable development which is consistent with the NPPF. However, the part of Policy LP9 which specifies that only certain types of development on land well-related which accords with specific opportunities allowed for through other policies of this plan is to be given reduced weight in determining a proposal for residential development. This means that any residential development on land well-related may be acceptable in principle subject to other material planning considerations.

7.16 Firstly, it must be considered whether the site falls within the Countryside or on land well-related to the built-up area.

7.17 The supporting text to Local Plan Policy LP7 provides extensive criteria-based guidance on the assessment of whether land falls within the built-up area or outside the built-up area. It advises that the built up area will include:

*Principle - Open space, sports and recreational facilities, allotments, caravan sites, churchyard and cemeteries which are predominantly surrounded by and integral to the built up area and defined by strong boundary features.*

*Implementation guidance - Some greenfield uses such as recreational or amenity open space, churchyards, wide grass verges and allotments, can form an integral and valuable part of the built-up area and its character. These must have buildings on at least two sides and have a clear physical and visual relationship with the built-up area rather than any adjoining countryside. Examples of strong boundary features include a tree belt or substantial stone or brick wall.*

7.18 The application site is bound by the A605 to the North with Peterborough City beyond, Stanground Lode and mature vegetation to the West with Kingston Park (logistics warehouses) immediately beyond, residential properties on Peterborough Road in the village of Farcet to the East, and with residential properties on Throstlenest and paddocks to the South. Therefore the site has buildings on at least two sides, arguably three due to Kingston Park on another side. It is also considered that the site has strong boundaries on all sides.

7.19 It also advises that the built up area will exclude:

*Principle - Agricultural land, woodland, meadow, areas of water and natural habitats that penetrate the built form or sections of large residential curtilages where the character of the land primarily relates to the countryside.*

*Implementation guidance - These spaces can provide a visual buffer between built development and the open countryside, softening the visual impact and linking the built up area with its rural context.*

7.20 The site does not relate to the countryside on the eastern side of Peterborough Road or the countryside further to the further south near Crown Lakes Country Park. It is also acknowledged given the agricultural character of the site, it may appear visually part of the Countryside. However, the site is not connected to the wider countryside. It is considered that the site does join the existing built-up area, as it is also physically and functionally related to the built-up area. For these reasons, the site is considered to be well-related to the built-up area of Farcet.

7.21 Given the above commentary about how the site may appear visually part of the countryside and for completeness, policy LP10 is considered to be relevant. Policy LP10 places significant restrictions on developments in such locations, referring to only “limited and specific opportunities as provided for in other policies of this plan” as being acceptable in principle. Policy LP10 requires all development in the countryside to:

- (a) seek to use land of lower agricultural value in preference to land of higher agricultural value:
  - (i) avoiding the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a) where possible, and
  - (ii) avoiding Grade 1 agricultural land unless there are exceptional circumstances where the benefits of the proposal significantly outweigh the loss of land;
- (b) recognise the intrinsic character and beauty of the countryside; and
- (c) not give rise to noise, odour, obtrusive light or other impacts that would adversely affect the use and enjoyment of the countryside by others.

7.22 Policy LP10 is within the Development Strategy chapter of Huntingdonshire’s Local Plan to 2036, and is therefore considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications for residential development. Notwithstanding this, weight should still be given to Policy LP10 especially in relation to criteria (a) to (c) as it is consistent with the NPPF. However, the part of Policy LP10 which restricts residential development in the countryside is to be given reduced weight. This means that any residential development on

land in the countryside may be acceptable in principle subject to other material planning considerations.

- 7.23 With regard to Policy LP10 part (a) the application site comprises an undeveloped arable field which is classified as Grade 3 agricultural land, nationally considered as amongst the best and most versatile agricultural land.
- 7.24 Some 98% of the district comprises land within Grades 1 to 3, with 15% being Grade 1 and an estimated 77% of land falling within the definition of best and most versatile land. The proposal would result in the irreversible loss of some of this best and most versatile agricultural land. The site is disconnected from the wider countryside and other agricultural fields. However, the irreversible loss of agricultural land which can be used for food or crop production would conflict with Policy LP10 part (a)(i).
- 7.25 In terms of Policy LP10 part (b), as discussed above, the site is considered to be well-related to the built up area of Farcet. A Landscape & Visual Appraisal has been submitted in support of the application. This has been reviewed by the Council's Landscape Officer who agrees with the methodology and the conclusions that as the site is not visually prominent, the proposed development would have limited impact on landscape character and therefore would be acceptable in visual terms in principle. However, its location on Farcet's northwestern edge could reduce the perceived separation from Peterborough. With a 10m westward slope, higher ground is visible from the east and north, so sensitive landscaping is needed to soften visual impacts. The applicant has provided a landscape strategy to show how this could be achieved.
- 7.26 Whilst layout is not for considered under the remit of this application, nonetheless the applicant's illustrative layout plan shows one potential way in which 185 dwellings could be accommodated on the site. Both the Council's Landscape Officer and Urban Design Officer are content that, in principle, a scheme of 185 dwellings could be designed in a manner that accords with the Huntingdonshire Design Guide SPD 2017. The parameter plan will be discussed below.
- 7.27 Policy LP10 part (c) requires proposals to avoid giving rise to noise, odour, obtrusive light or other impacts that would adversely affect the use and enjoyment of the countryside by others. These objectives could be secured by conditions and would remain controlled at reserved matters stage, such that in principle compliance with Policy LP10 part (c) would appear possible.
- 7.28 As outlined above, Farcet is a small settlement. Smaller settlements are, by their nature, considered less sustainable than those locations identified higher up the settlement hierarchy under Policy LP2.

- 7.29 However it is considered that this site is in a highly sustainable and accessible location for residential development, as it has local shops and services within reasonable walking and cycling distance, including a bus stop, convenience store, supermarket, playing fields, and a village hall. Further amenities include Farcet C of E Primary School, Stanground Academy Secondary School, and Stanground GP Surgery. Employment opportunities are available at the nearby Kingston Park. The Site is well served by other employment and leisure opportunities within the immediate vicinity given its proximity to Peterborough. Indeed, the Site is located within walking distance to bus stops located on Peterborough Road served by the 5 and 5A services, offering frequent services from Yaxley to Peterborough twice per hour.
- 7.30 NPPF Para 84 states: Planning decisions should avoid the development of isolated homes in the countryside.
- 7.31 NPPF Para 110 states: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 7.32 It is considered that the development would have access to services and facilities within Farcet, and also the means to access the City of Peterborough through sustainable modes of transport. The development would therefore not result in the development of isolated homes in the countryside nor would the future occupiers have to have an over-reliance on the private motor vehicle.
- 7.33 Therefore Officers consider in this instance that the site is sustainable for the amount of development proposed.

### **Access, Transport, Highway Safety & Parking Provision**

#### Access, Transport & Highway Safety

- 7.34 Policies LP16 and LP17 of the Local Plan to 2036 seek to ensure that new development incorporates appropriate space for vehicle movements, facilitates access for emergency vehicles and service vehicles and incorporates adequate parking for vehicles and cycles.
- 7.35 Paragraph 116 of the NPPF states: 116. Development should only be prevented or refused on highways grounds if there would be 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.

- 7.36 The application seeks outline planning permission for up to 185 dwellings with all matters reserved except for access. Extensive objections have been received by local residents and the Parish Council regarding the amount of additional cars that would serve the proposed additional 185 dwellings and their impact on the local traffic network, the existing congestion issues and highway safety concerns.
- 7.37 Given the site location on the Cambridgeshire/Peterborough border, the proposals would have an impact on the highway network in both Cambridgeshire and Peterborough. The Highway Authority (Cambridgeshire County Council (CCC)) have been consulted as part of the application and deals with the aspects that impact the network under the control of CCC Highway Authority. Comments have been received from CCC in relation to the highway safety element of the access etc and also from the Transport Assessment Team (who deal with impact upon the wider strategic traffic network. Peterborough City Council (PCC) Highways have also been consulted separately regarding the aspects that impact the network under the control of PCC Highway Authority and have provided comments on such matters.
- 7.38 The applicant submitted a Transport Assessment and then subsequent Technical Notes in response to comments from CCC Transport Assessment Team and PCC Highways.
- 7.39 The proposed access would be located off Peterborough Road, as the residential property No.107 would be demolished to make way for this access provision. The access would comprise of a 5.5m wide carriageway, a 2m footpath on the south side and a 2.5m cycle path and 2m footpath on the north side. An emergency access would be provided in the northeast of the site between 135 and 137 Peterborough Road. The emergency access would also be used as a footway and cycleway link into the site. These access arrangements are considered to be acceptable subject to conditions.
- 7.40 The site is located within walking and cycling distance of a range of key facilities and amenities. The applicant proposes to deliver a 3m wide shared use path along the western side of the B1091 Peterborough Road between the site access junction and the new toucan crossing to be provided opposite 195 Peterborough Road. The works would facilitate pedestrian and cycle access from the site to the new toucan crossing. Such provision would improve pedestrian and cycle access to the facilities to the north of the site for both future residents of the site and existing residents of Farcet. Whilst the works proposed within the Cambridgeshire boundary are acceptable to CCC Highways, the works within the Peterborough boundary are still to be agreed with PCC Highways.

- 7.41 The applicant now proposes to provide the new toucan crossing opposite 195 Peterborough Road to replace the existing uncontrolled pedestrian and cycle crossing on the B1091. The new toucan crossing location facilitates better connection to the existing shared use walking and cycling route in Cardea, offering a more direct link to local facilities such as Stanground Academy and the Morrisons supermarket and avoids an additional crossing point on the B1091. Whilst the location of the new toucan crossing is acceptable to the CCC Highway Authority, the works within the Peterborough boundary are yet to be agreed with PCC Highways.
- 7.42 The new 3m wide shared use path to be delivered on the western side of the B1091 Peterborough Road as part of the proposals would provide a new desire line for pedestrians and cyclists to access facilities and amenities north of the site and in the Cardea estate from Farcet.
- 7.43 The applicant also proposes to provide a new 3m wide lit shared use path of bound surfacing from the site, across Persimmon's-owned land, to the existing shared use path situated south of the A605 which routes east-west from Peterborough Road to Stanham Way. The new shared use path would facilitate access from the site by active travel modes to employment destinations to the west. A letter from Persimmons has been provided confirming Persimmons' agreement to this new shared use path. The principle of the new 3m wide shared use path is agreed with CCC Highways. The new shared use path would be secured as a planning condition should approval be given to this planning application with detailed design to be agreed at the reserved matters stage.
- 7.44 Additionally, the applicant would provide a physically defined footway along the short section fronting Farcet Hand Car Wash where the existing provision is currently not separated from the carriageway.
- 7.45 To further improve routes to Farcet CofE Primary School for pedestrians and cyclists, the applicant proposes to widen the existing footway on the northern side of Vicarage Gardens between the raised table crossing on the B1091 Peterborough Road and Farcet CofE Primary School to a 4m wide segregated footway/cycleway to better facilitate travel to Farcet CofE Primary School from the site by active travel modes. Such works are acceptable subject to their detailed design.
- 7.46 The closest two bus stops are situated less than 100m north of the site access on the B1091 Peterborough Road. Both bus stops comprise a bus flag and pole with timetable information and serve the Stagecoach No.5 bus service which provides a frequent service between Dogsthorpe and Yaxley via Peterborough. To enhance passenger transport provision within the site vicinity, the

applicant proposes to upgrade these bus stops to include RTPI provision. CCC Highways are therefore seeking a S106 contribution £21,000 (twenty-one thousand pounds) towards maintenance of the two new Real Time Passenger Information (RTPI) units to be delivered by the applicant at the two closest bus stops to the site on the B1091 Peterborough Road.

- 7.47 The CIL regs for S106 contributions sets out 3 statutory tests a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
- (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.
- 7.48 Officer's consider the required S106 contribution for maintenance of the new RTPI units to be justified and CIL compliant.
- 7.49 CCC Transport Assessment Team are content with the Baseline Traffic Surveys and Assessment Study Area under the control of CCC Highway Authority. This includes the turning count, queue length, and ATC surveys undertaken to inform the baseline turning counts, queue lengths, and traffic flows. The baseline traffic flows are agreed with CCC.
- 7.50 The development is anticipated to generate 139 two-way vehicle trips (30 inbound/109 outbound) in the AM peak and 121 two-way vehicle trips (82 inbound/39 outbound) in the PM peak. The development is also anticipated to generate 21 pedestrian, 8 cycle, and 7 bus trips in the peaks. It is anticipated that 73% of development trips will route to/from the north of the site access whilst 27% will route to/from the south of the site access.
- 7.51 All committed developments have been considered in future year traffic flows. The CCC Highway Authority is satisfied with the junction capacity assessment models submitted for Junctions 1 and 2 located on the Cambridgeshire network. Both these junctions are anticipated to operate within capacity under all future year assessment scenarios. Peterborough City Council Highways will comment separately with regards to the junction capacity assessment models submitted for Junctions 3, 4, and 5 located on the Peterborough network.
- 7.52 The following wider infrastructure improvements are proposed to be delivered by the applicant:
- A new toucan crossing opposite 195 Peterborough Road to connect to existing cycleway provision within the Cardea Estate.
  - 3m wide shared use provision on the western side of the B1091 Peterborough Road between the site access junction and the new toucan crossing to be provided

opposite 195 Peterborough Road to improve pedestrian and cycle access to the facilities to the north of the site.

- A new 3m wide lit shared use path of bound surfacing from the site, across Persimmons-owned land, to connect to the existing east-west cycleway south of the A605.
- A village gateway feature on entry to Farcet from the north including speed signage roundel.
- A new physically defined footway with dropped kerb along the short section fronting Farcet Hand Car Wash where the existing provision is currently not separated from the carriageway.
- Narrowing the Gazeley Gardens junction bellmouth to facilitate pedestrian movement.
- Upgrade the two closest bus stops to the site on the B1091 Peterborough Road to include RTPI provision.
- 4m wide segregated footway/cycleway provision between the raised table crossing on the B1091 Peterborough Road and Farcet CofE Primary School to better facilitate travel to Farcet Primary School from the site by active travel modes.

7.53 The CCC Highway Authority is satisfied with the above mitigation proposed by the applicant.

7.54 PCC Highways has reviewed the submitted information in relation to their own network, and have advised that with taking into account the background growth and committed development, the proposed development trips will increase the Peterborough Road southern arm of the Whittlesey Road/ Peterborough Road/ A605 roundabout to a point where theoretical capacity is reached in 2035. This is therefore considered to be a severe impact on this arm of the junction as a result of this development. Following discussions between the applicant and PCC, the applicant has put forward mitigation scheme in the form of widening the southern arm approach of the roundabout, which will create more lanes to reduce queuing/congestion on this approach and to keep traffic flowing. PCC have reviewed the proposed mitigation scheme and have confirmed that the impact of the development would be mitigated, ensuring that the ratio of flow to capacity for the southern arm is acceptable. This mitigation will be secured via a planning condition.

7.55 A pre-occupation condition is recommended to secure Welcome Travel Packs. The Welcome Travel Packs would be delivered to the first occupants of each dwelling and would include incentives inclusive of bus vouchers and/or active travel vouchers, and cycle awareness training courses for residents to encourage sustainable travel to and from the site.

7.56 It is therefore considered that a safe means of access can be achieved for the development and the traffic generated by the proposal would not have a severe impact upon the highway network. The development would connect to existing networks of

sustainable transport to encourage travellers to use the sustainable travel opportunities within the development and the surrounding areas. Therefore, in accordance with paragraph 116 of the NPPF (2024), the development should not be refused on transport grounds. Subject to the inclusion of the recommended conditions, the proposed development complies with the NPPF 2024, policies LP16 and LP17 of Huntingdonshire's Local Plan to 2036.

### Parking

- 7.57 The application is for outline permission with all matters reserved except for access. Both car and cycle parking is a consideration when assessing whether the proposed layout is acceptable and therefore they would be considered under any future reserved matters application. Notwithstanding this, the submitted masterplan does demonstrate a scheme of this size and scale could be capable of providing sufficient car and cycle parking in accordance with Policy LP17 of Huntingdonshire's Local Plan to 2036.

## **Flood Risk, Surface Water and Foul Drainage**

### Flood Risk & Surface Water

- 7.58 National guidance and Policy LP5 of the Local Plan to 2036 seek to steer new developments to areas at lowest risk of flooding and advises this should be done through application of the Sequential Test, and if appropriate the Exceptions Test (as set out in paragraphs 170-179 of the NPPF 2024).
- 7.59 The site is located in Flood Zone 1 (less than 1 in 1000 annual probability of river or sea flooding) as identified by the Huntingdonshire Strategic Flood Risk Assessment (SFRA) 2024 and the Environment Agency Flood Map for Planning. There is some surface water flooding on the far eastern element of the site, close to the backs of the properties on Peterborough Road. There is a risk of surface water flooding in relation to the Site accesses. The site slopes gently from approximately 16m AOD in the centre to 7m AOD along the western edge.
- 7.60 Paragraph: 027 Reference ID: 7-027-20220825 of Planning Practice Guidance outlines that: In applying paragraph 175 a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.

- 7.61 A Flood Risk Assessment and Drainage Strategy has been submitted with this application which demonstrates that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development, without increasing flood risk elsewhere. The sequential test therefore does not need to be applied in accordance with PPG.
- 7.62 The concerns over Flood Risk, Surface Water and Foul Drainage raised by the Parish Council and local residents are carefully noted.
- 7.63 In regard to surface water flooding, The CCC Lead Local Flood Authority (LLFA) and the PCC LLFA have both been consulted given that surface water will be discharged into Peterborough's administrative boundary.
- 7.64 The applicant has provided additional information for review which sets out that the surface water drainage strategy for the site incorporates on plot attenuation by a number of methods such as attenuation tanks and permeable paving etc which is a matter for the detailed design stage (reserved matters), as well as two connected attenuation ponds on the western boundary on the lowest points of the site to capture surface water which is then discharged into the watercourse on the western boundary. The ponds sizes have been designed to get the maximum volume possible from the ponds.
- 7.65 Both CCC and PCC LLFA's have confirmed this is acceptable and have raised no objection subject to standard conditions around drainage.
- 7.66 Subject to conditions, the proposal would be acceptable with regard to its impact on both flood risk and surface water, and would not result in flooding on the site or elsewhere. The proposal therefore accords with Policies LP5, LP6 and LP15 of Huntingdonshire's Local Plan to 2036 and Section 14 of the National Planning Policy Framework in this regard.

#### Foul Drainage

- 7.67 Anglian Water have confirmed that the site is within the catchment of Peterborough (Flag Fen) Water Recycling Centre (WRC), which currently can accommodate the additional flows generated by the proposed development. Peterborough (Flag Fen) WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025- 2030. Subject to foul drainage condition, the proposed development is considered to accord with Policies LP5, LP15 and LP16 of the Huntingdonshire Local Plan to 2036, Section 14 of the NPPF (2024), and the Cambridgeshire Flood and Water SPD 2017.

## **Parameter Plans, Indicative Layout, Landscaping, Trees and Open Space**

### Parameter Plans & Indicative Layout

- 7.68 As previously highlighted, the application is for outline consent with matters relating to appearance; landscaping; layout; and scale being reserved for future applications. The application is accompanied by a Site Access drawing, Parameters Plan and an Illustrative Masterplan. These plans allow full evaluation and consideration of the development and assist in determining whether the proposed amount of development could be satisfactorily accommodated within the site.
- 7.69 Policy LP11 of the Local Plan states that a proposal will be supported where it is demonstrated that it responds positively to its context. Policy LP12 states that new development will be expected to be well designed and that a proposal will be supported where it can be demonstrated that it contributes positively to the area's character and identity and successfully integrates with adjoining buildings and landscape.
- 7.70 Section 12 of the NPPF (2024) seeks to achieve well designed places, noting that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.
- 7.71 The National Design Guide (2020) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It covers the following: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. Of particular note to the current proposals is guidance relating to design and how this understands and relates well to the site within its local and wider context, how the history of the place has evolved and that local sense of place and identity are shaped by local history, culture and heritage, how a proposal responds to existing local character and identity, whether proposals are well designed, high quality and attractive and whether they are of an appropriate building type and form.
- 7.72 The HDC Design Guide (2017) is relevant to the current application proposals, in particular chapter 4 and sections 3.7 and 3.8. The guide states that the size, shape and orientation (the form) of a building can have a significant impact upon its surroundings. The form of new buildings should generally reflect traditional built forms found in Huntingdonshire. The scale, massing and height of proposed development should be considered in relation to that of adjoining buildings, the topography, pattern of heights in the area and views, vistas and landmarks.

- 7.73 The guide notes that with regard to building detailing, the district has various architectural styles and materials which reflects the local vernacular. It is noted that new buildings should be designed in harmony and proportional to each other, complimenting the overall street character of the place. Appropriate spaces between buildings helps to create an interesting streetscape. Detailed guidance is also provided relating to roofs, eaves and ridge lines and chimneys. With regards to materials, these should complement the successful parts of any surrounding developments in order to conserve or enhance the distinctive character of the various parts of the district and to ensure that buildings sit comfortably within the landscape.
- 7.74 Whilst all matters are proposed to be reserved (accept for access), an illustrative masterplan has been submitted to illustrate how 185 dwellings could potentially be accommodated on the site. The outline application is accompanied by a Parameters Plan which covers the proposed extent of residential development, building heights, movement hierarchy, access points, open space locations, green infrastructure, structural landscaping, hedgerows, attenuation ponds and location of community orchards and equipped play. The Parameter Plan has been revised to show development would be a Max 2.5 storeys (11m ridge heights) with max 2 storeys (8.5m ridge high) to the rear of properties fronting Peterborough Road. A condition is recommended to ensure reserved matters applications follow the design principles set out in the Parameter Plan.
- 7.75 Urban Design have been consulted as part of the proposal and have provided feedback on the indicative site layout. The proposed access would be off Peterborough Road, as No.107 would be demolished to provide the access. The access would comprise of a 5.5m carriageway, 2m footpath on the south side and 2.5m cycle path and 2m footpath on the north side. The illustrative Masterplan and Parameter Plan indicate the Primary Street would include street trees within a grass verges to both sides further west within the site, however the specific details would be matters for any future reserved matters proposals.
- 7.76 Whilst the Illustrative Masterplan will not be an approved plan, it demonstrates how an acceptable scheme could be designed. The Illustrative Masterplan shows the access from Peterborough Road connects to a 'Main Street' that extends westwards into the site. Within the site the Main Street connects to a central Secondary Street Loop Road creating a connected layout of blocks and improved legibility with raised tables proposed at junctions with Tertiary Street reducing vehicle speeds. Tertiary Streets extend towards the northern, western and southern site boundaries connecting to private drive 'Lanes' creating an outward facing development fronting the northern and western boundaries and proposed structural planting and attenuation basins. Tertiary Street Loop Road have been introduced adjacent to the northern

and western site boundaries as shown on the Illustrative Masterplan. The principle of recreational routes within the northern structural landscaping belt, connecting to the A605 footpath and Peterborough Road (via the emergency access) and mown paths around the attenuation ponds are welcomed and improve pedestrian connectivity around the development.

- 7.77 The Parameter Plan now confirms that the Main Street and Secondary Street Loop Road will incorporate street trees within grass verges, with breaks permitted for access and private drives. The precise alignment of these streets will be determined at the detailed design stage. However the parameter plan, if Members are minded to approve the application, would form an approved plan on which future reserved matters would have to be based
- 7.78 Units are shown adjacent to the southern site boundary with the adjacent paddock, to the west of application ref 23/02502/FUL. However, the updated Illustrative Masterplan and Parameter Plan show a green corridor, ranging from 5m to 10m in width, along the southern site boundary. This is supported as it will help establish a 'dark corridor' to enhance ecological connectivity and biodiversity.
- 7.79 The revised Parameters Plan (dwg DR L 0005 P12) and Illustrative Masterplan (dwg DR L 0006 P11) now confirm that street trees within grass verges will be provided on both sides of the Primary Street and the Secondary Street Loop. The extent of frontage parking within the Secondary Street has also been reduced, with side drives provided both sides of the street, reducing breaks across the verge. This approach is strongly supported, responds positively to earlier comments, and effectively secures the principle of verge and tree planting for the future reserved matters application. Development fronting the northern edge is shown to include side drives, reducing the dominance of parking and creating a more informal character.
- 7.80 The Illustrative Masterplan demonstrates how the development could be arranged such to accommodate the maximum quantum of development proposed. The Illustrative Masterplan shows the potential for development of a mix of building forms including terrace, semi-detached and detached dwellings. The variety of built form shown would reflect the existing variety in the built form within the locality albeit the mix of housing, as detailed within policy LP 25 of Huntingdonshire's Local Plan to 2036, would be determined at reserved matters stage. Therefore the illustrative masterplan gives comfort that a scheme of 185 could acceptably be achieved on the site, and the Parameter plan details the key issues that any future reserved matters applications should follow.

#### Landscaping

- 7.81 Landscaping would be subject to a future reserved matters application; however the submitted plans do indicate the approach to the proposed boundary treatments.
- 7.82 The site is visually contained and not prominent within the wider landscape. In principle therefore, residential development is acceptable from a landscape impact perspective. The submitted landscaping strategy sets out the required planting to help soften and integrate the proposed development.
- 7.83 Structural planting is proposed in the northern section of the Site, within an area of grassland scrub mosaic, existing hedgerows and trees. This part of the Site underwent significant modification in 2009 during the construction of the A605 Stanground Bypass, as illustrated in the aerial imagery from that period. The resulting landform comprises a steep-sided earth mound with a level plateau, bordered by sporadic perimeter tree planting. Since its alteration, the area appears to have been left unmanaged, allowing natural succession to take place. This has led to the development of a predominantly scrub and grassland mosaic habitat, which now defines the ecological character of the Site. The proposed additional tree planting in this area will be integrated into a mosaic of grassland, complementing the existing structural vegetation, which is to be retained. A network of mown paths is planned throughout this green infrastructure zone, enhancing accessibility and encouraging informal recreation. A recreational route is also proposed, linking the new development to the south with the A605, thereby improving connectivity for pedestrians and cyclists. Within this open space, a community orchard and an equipped play area are included. The submitted Parameter Plan shows the structural vegetation and orchard etc. The S106 will secure the amount of open space.
- 7.84 An emergency access route is proposed, incorporating pedestrian and cycle access, entering the site between 137 and 135 Peterborough Road. This route will pass through an area of structural planting, proposed in the northeast corner of the site, to the rear of the gardens at 135 to 119 Peterborough Road, approximately 40m wide. The planting will help mitigate visual impacts identified in the Landscape and Visual Appraisal in areas of higher ground visible from the east and north. Sensitive landscaping is required in this area to soften these visual impacts.
- 7.85 The dense structural landscaping recommended would provide privacy and security for the rear garden boundaries of existing properties at 119 to 135 Peterborough Road.
- 7.86 The updated Illustrative Masterplan and Parameter Plan now provides a 10-metre-wide green corridor incorporating tree and soft landscaping to help establish a 'dark corridor' and enhance ecological connectivity. The remainder of the southern boundary is vegetation and some small trees. A native mixed hedgerow with

trees, accompanied by a grassland buffer, is to be established along this largely unvegetated stretch to enhance habitat connectivity and ecological value.

### Trees

- 7.87 Policy LP31 of the Huntingdonshire Local Plan to 2036 requires proposals to demonstrate that the potential for adverse impacts on trees, woodland, hedges and hedgerows has been investigated and that a proposal will only be supported where it seeks to conserve and enhance any existing tree, woodland, hedge or hedgerow of value that would be affected by the proposed development.
- 7.88 This application is accompanied by a Tree Survey and a constraints report. The higher quality trees are located on the western boundary at Stanground Lode. Nothing of high value would be lost to accommodate the access, therefore this is considered to be acceptable. As all matters are reserved at this stage, with the exception of access, the impact the wider development would have upon existing trees has not been assessed. It is therefore recommended that a condition be imposed to secure the submission of a Tree Survey and Arboricultural Impact Assessment as part of any future reserved matters application for layout or landscaping.

### Open Space

- 7.89 The proposed up to 185 dwellings would regenerate an open space requirement of 0.859 Ha / 8589 sqm, based on a projected population of 405 occupants (2.19 average occupancy per dwelling), based on the HDC Developer Contributions SPD. The majority of open space is located towards the northern and western site boundaries with a small central area. Open space provision would be secured through a S106 agreement.

### Summary

- 7.90 Overall, it is considered that the application site could satisfactorily accommodate 185 dwellings. Taking these points into account, and when considering the densities of development in the locality, it is considered that the density of development and mix of built form shown on the submitted Illustrative Masterplan would not be uncharacteristic to the area.
- 7.91 It is therefore concluded that the general layout could be made acceptable for any reserved matters applications, and would achieve the quantum of development proposed. Therefore, whilst the indicative layout shown on the Illustrative Masterplan may be subject to change, and subject to the above site constraints and site requirements being satisfied, the quantum of development proposed is considered to be achievable without causing a

significant detrimental impact upon visual amenity or the character and appearance of the locality. The proposal is therefore considered acceptable in principle and the 'appearance', 'landscaping', 'layout' and 'scale'; would be considered in detail as part of any future reserved matters applications should outline permission be granted. Conditions are recommended in terms of levels and compliance with the Parameter Plan (any deviation must be justified).

- 7.92 The proposed development is therefore considered to be acceptable with regards to the impact upon visual amenity, the character of the area and the impact upon trees; with further details in relation to the impact on trees to be secured by condition. The proposed development would accord with the aims of the NPPF (2024), policies LP11, LP12, LP13 and LP31 of the Local Plan to 2036.

### **Biodiversity**

- 7.93 Paragraph 187 of the NPPF (2024) states Planning policies and decisions should contribute to and enhance the natural and local environment. Policy LP30 of the Local Plan to 2036 requires proposals to demonstrate that all potential adverse impacts on biodiversity and geodiversity have been investigated and ensure no net loss in biodiversity and provide a net gain where possible, through the planned retention, enhancement and creation of habitats and wildlife features, appropriate to the scale, type, and location of development.
- 7.94 A preliminary ecological assessment (PEA) within the Habitat and Protected Species Suitability Report has been submitted as part of the application, and demonstrates that the proposal would not have an adverse impact on wildlife subject to recommendations outlined in the report.
- 7.95 The development envelope has been pulled back from the southern boundary to create a 5m dark commuting corridor and 10m dark foraging corridor and hedge and tree planting to southern boundary proposed. Lighting buffer zones have not been provided as part of the current proposal. While some improvements have been made to reduce potential light spill along the central section of the boundary, concerns remain regarding lighting impacts from private garden areas. Both issues can be effectively addressed through appropriate site layout and design measures within the development envelope at the reserved matters stage. A suitably worded condition will ensure a site-wide lighting scheme follows the industry standard ILP guidelines 'Guidance Note GN/08/23: Bats and Artificial Lighting at Night'. This represents protection as well as enhancement. The Ecology Officer is content with this approach.

- 7.96 In accordance with Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021 and amended by the Levelling Up and Regeneration Act 2023, this development is subject to the mandatory requirement to deliver at least a 10% Biodiversity Net Gain (BNG).
- 7.97 A Biodiversity Net Gain Assessment within the Habitat and Protected Species Suitability Report has been submitted as part of the application.
- 7.98 The site is an arable field with a mixture of mosaic of other neutral grassland in poor condition, bramble scrub and mixed scrub in moderate condition on the northern section.
- 7.99 There is significant scope onsite to provide biodiversity net gain through enhancements on the northern section and well designed SUD's features on the western boundary. The Ecology Officer has requested some changes to the baseline BNG. Given that the principle and the majority of the baseline is acceptable, Officers therefore request delegated authority to resolve this last technical matter.
- 7.100 A BNG condition is recommended to secure this net gain. Due to the size and distinctiveness of habitat created onsite, a monitoring fee of £6,345 broken up into instalments is required to cover a period of 30 years. This would be required to be secured through a Section 106 agreement and is considered necessary to ensure the biodiversity net gain is achieved in accordance with Policy LP30 of the Local Plan and the NPPF 2024. The Ecology Officer is content with this approach.
- 7.101 Natural England have been consulted as part of the application process and raises no objection to the proposed development.
- 7.102 Subject to the imposition of the recommended conditions, the proposal is considered to broadly accord with the objectives of Policy LP30 of Huntingdonshire's Local Plan to 2036 and Section 15 of the National Planning Policy Framework in this regard.

### **Residential Amenity**

- 7.103 Policy LP14 of the Local Plan to 2036 states a proposal will be supported where a high standard of amenity is provided for all users and occupiers of the proposed development and maintained for users and occupiers of neighbouring land and buildings.

#### Amenity of neighbouring properties

- 7.104 The closest neighbouring residential properties are on the western side of Peterborough Road, where gardens back onto the site and on the southern boundary where application ref 23/02502/FUL has planning permission (which hasn't been constructed yet). The

Parameter Plan has been revised to show development would be a Max 2.5 storeys (11m ridge heights) with max 2 storeys (8.5m ridge high) to the rear of properties fronting Peterborough Road. This is acceptable, any future reserved matters application would need to establish a minimum 21m separation distances for the eastern and southern neighbouring properties in accordance with the HDC Design Guide SPD.

- 7.105 It is considered that a detailed layout could be designed to ensure that any future reserved matters application demonstrates no significant impact upon any neighbouring properties.
- 7.106 The Environmental Health Team (EH) have been consulted as part of the application and have not raised any concerns. Conditions to protect neighbouring properties during construction, conditions construction/delivery times and a construction environmental management plan are recommended to be imposed should Members be minded to approve the application.
- 7.107 In terms of lighting, the objections about directional light shining into 80 Peterborough Road from cars exiting the new junction/access are noted. However whilst it is considered there would be a degree of impact, given the urban context and that curtains are likely to be drawn when there would be the most impact, it does not warrant refusal of the application in this instance.
- 7.108 In terms of noise, the vehicle access is proposed from Peterborough Road via the demolition of No. 107. A further emergency access (with pedestrian / cycle access) is proposed in the northeast corner, between Nos. 135 and 137 Peterborough Road. Nos. 105 and 109 Peterborough Road are likely to be subject to a level of noise and disturbance associated with the comings and goings of up to 185 dwellings. For No.105, this would mostly be limited to first floor windows on the front and rear elevation as no windows exist on the side elevation, and there is a built in garage adjacent to the proposed access. For No.109, it would be limited to the front ground floor window adjacent to the access. These windows are already exposed to the noise and disturbance from Peterborough Road. The treatment of the side boundaries of these neighbouring properties would need to be considered as part of a future reserved matters application and must include robust brick boundary walls and soft landscaping to the front to help mitigate against noise and disturbance by providing a good quality buffer. There would be a degree of impact upon Nos. 105 and 109 Peterborough Road but it is considered this would be limited to a small number of windows, and can be partially mitigated with good boundary design.

Amenity for future occupiers

- 7.109 The Environmental Health Team (EH) have been consulted as part of the application. An Air Quality Screening Assessment was submitted with the application. EH have advised that the proposals will not lead to a breach in national objectives or an unacceptable risk from air pollution. However, current advice from public health experts is that the health impacts of air pollution should be minimised, even if there is no risk that air quality standards will be breached. Measures such as sustainable modes of transport (cycles, electric vehicles etc). Cycle parking will be secured at reserved matters stage and the provision of electric charging points for residential dwellings now falls within the Building Regulations requirements.
- 7.110 In terms of noise, a noise impact assessment (NIA) was submitted with the application. The report demonstrates acceptable internal and external noise levels could be achieved through careful consideration of the development layout (i.e placing gardens on the screened side of dwellings). Where this is not possible, alternative forms of mitigation have been recommended where appropriate to reduce external noise levels as much as practicable. A condition is recommended to ensure noise is addressed within the reserved matters.
- 7.111 In respect of the amenity of future occupants, it is considered that a detailed layout could likely be designed to ensure amenity of the future occupiers of the development is of a high quality. It is noted that, in any event, occupants would be aware of the layout and relationship of the site and would be able to make an informed decision on how that relationship would relate to their personal needs.
- 7.112 The proposed development is therefore considered to be acceptable in terms amenity to both existing neighbouring properties and future occupants of the proposed development in accordance with Local Plan Policy LP14, the Huntingdonshire Design Guide SPD and Section 12 of the National Planning Policy Framework.

### **Affordable Housing**

- 7.113 As set out in adopted policy LP24, proposals of this scale are required to contribute towards affordable housing, providing 40% of the dwellings as affordable units. With the proposed number of dwellings being 185 this equates to a total of 74 affordable homes. The policies indicate that provision should be made on site and should seek to achieve a target tenure split of 70% social rented and 30% shared ownership. Policy does however acknowledge that, in determining the amount and mix of affordable housing to be delivered, site specific considerations and other material considerations, including viability, will need to be taken into account. In this instance, no site specific considerations have been submitted and therefore the proposal

shall provide policy compliant on-site affordable housing provision of 40%. This has been confirmed by the Policy and Enabling Officer.

- 7.114 The affordable housing will be secured through the S106 Agreement, to accord with policy LP24 and section A of the Developer Contributions SPD.

### **Accessible Housing**

- 7.115 The requirements within policy LP25 of Huntingdonshire's Local Plan to 2036 relating to accessible and adaptable homes are applicable to all new dwellings. This states that all dwellings (where practicable and viable) should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. These include design features that enable mainstream housing to be flexible enough to meet the current and future needs of most households, including in particular older people, those with some disabilities, and also families with young children. The applicant has confirmed that all the dwellings meet the requirements of M4(2) and a condition is recommended to be attached to secure these Building Regulation requirements.

### **Water Efficiency**

- 7.116 The requirements within policy LP12 of Huntingdonshire's Local Plan to 2036 relating to sustainable design and construction methods are applicable to all new dwellings. A condition is recommended to be attached to ensure that the dwellings are built in compliance.

### **Other Matters**

#### Contamination

- 7.117 Policy LP37 of the Local Plan states that where ground contamination of a site is possible, the risks of such needs to be investigated. The submitted report finds no contamination issues for the site given its previous use as a paddock. The proposal therefore complies with Policy LP37 of Huntingdonshire's Local Plan.

#### Health Impact Assessment

- 7.118 Local Plan Policy LP29 (Health Impact Assessment) requires large scale developments to be informed by the conclusions of a Rapid Health Impact Assessment (HIA). The land West of Peterborough Road qualifies as a large scale development defined by the Local Plan glossary, being a development for more than 50 dwellings. A rapid Health Impact Assessment has been submitted with this application, using the London Healthy Urban Development Unit Rapid Health Impact Assessment Tool. The

results of the Rapid HIA indicate the development will either have positive or neutral impacts on the themes set out in the health impact matrix. Therefore the requirements of Policy LP29 have been satisfied.

#### Fire Hydrants

- 7.119 A fire hydrant condition is recommended to be imposed given the size and scale of development.

#### Archaeology

- 7.120 In terms of archaeology, The Historic Team at Cambridgeshire County Council have been consulted. They advise that the development lies in an area of high archaeological potential lying on the fen edge of Peterborough, an area commonly exploited in the prehistoric to Roman periods. The geophysical survey revealed a dense complex of enclosures with internal features aligned north-south within the eastern half of the development area. These remains are likely to be Iron Age to Roman in date, possibly associated with the settlement activity at Stanground South, c.400m to the northeast. Medieval ridge and furrow cultivation was detected across the site, with a headland dissecting the area on a rough north-south axis. There is a lot of evidence in the region for well preserved and highly significant archaeological remains along Peterborough's Fen Edge and into the areas of deeper fen, such as the internationally significant site of Must Farm, which lies c.3km to the north-east. Archaeological excavations have also found evidence for a Bronze Age cremation cemetery (Peterborough Historic Environment Record reference. MPB5068) and drove ways leading to the fen edge (PHER ref. MPB3918). Evidence suggests that marine inundation began to occur in this period along the fen edge, with peat and complex depositional sequences being found. Archaeological activity continued into the Iron Age, with a settlement being identified during pipeline excavations to the north-east (PHER ref. MPB4929). Excavations to the north found further Iron Age settlements including structures, enclosures and roundhouses (PHER refs. MPB2731, MPB6369 and MPB2239). Several enclosures and structures of a Roman date were also found in the Stanground excavations to the north (PHER refs. MPB3878, MPB3919 and MPB5070). To the east of the proposed development area a prominent ridge is present and visible on LiDAR. This has been interpreted as a possible Roman road (Cambridgeshire Historic Environment Record reference. MCB29418), extending from Ermine Street towards the Fen Causeway.
- 7.121 The Historic Team advise that due to the archaeological potential of the site a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological

remains within the development area, and to establish the need for archaeological mitigation of the development as necessary. A written scheme of investigation condition is therefore recommended.

Previously refused application (18/01417/OUT) on the south eastern of Peterborough Road, Farcet

- 7.122 Objectors have raised that this application is similar to a previously refused application (18/01417/OUT) on the southeastern of Peterborough Road, Farcet that was also for 185 dwellings. The context of 18/01417/OUT was different giving its connectivity and relationship to the wider open countryside immediately adjacent to the site. The application site in question is completely different in context as it is considered to be well-related to the built-up area, well contained and detached from the wider open countryside.

### **Developer Contributions**

- 7.123 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) require that S.106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S.106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms. Without prejudice to the eventual determination of the planning application, negotiations have been held with the Applicant in order to determine the extent of the obligations required to make the development acceptable. These negotiations have been held in line with the advice within the Regulations and the outcome is summarised below.
- 7.124 Cambridgeshire County Council Development & Policy Team have provided a response outlining potential education and library impacts of the development. As the total number of dwellings falls below the 200 thresholds, no s106 developer contributions in relation to these matters have been sought in accordance with Huntingdonshire District Council policy. No exceptional circumstances or project have been put forward by CCC that warrants a contribution. It is envisioned that CIL may be used for such matters.
- 7.125 Open Space: Policies LP3 and LP4 of Huntingdonshire's Local Plan to 2036 and Part B of the Developer Contributions SPD requires proposals to provide land for informal green space. In accordance with the Developer Contributions SPD, 185 dwellings generates a requirement for open space of 0.859 Ha / 8589 sqm. The scheme is providing significantly more than this, at least double the required amount.

- 7.126 The Developer Contributions SPD details a cascade mechanism for future management and maintenance of informal green space with the land first offered to the Town/Parish Council for adoption, then the District Council and then taken on by a Management Company. The usual cascade mechanism in the SPD is to be included in the Section 106 in order to secure the long-term management and maintenance of the areas of shared open space. A Landscape Maintenance contribution (using the updated costs for 2024/2025) will be secured through the Section 106 agreement in the event that the open space is to be transferred to the District or Parish Council.
- 7.127 Outdoor sports provision: As the scheme is for less than 200 dwellings, and provides sufficient open space on the site, no contributions are sought for this.
- 7.128 Biodiversity Net Gain: The proposal includes onsite habitat creation. Due to the size and distinctiveness of habitat created onsite, a monitoring fee of £6,345 broken up into instalments is required to cover a period of 30 years. This would be required to be secured through a Section 106 agreement and is considered necessary to ensure the biodiversity net gain is achieved in accordance with Policy LP30 of the Local Plan and the NPPF 2024.
- 7.129 Residential Wheeled Bins: In accordance with Policy LP4 of Huntingdonshire's Local Plan to 2036 and the Developer Contributions SPD (Part H) each dwelling will require the provision of one black and blue wheeled bin (green bins are payable separately per year as requested by occupiers). The current cost of such provision is £114 per dwelling. This is recommended to be secured through a section 106 agreement and is considered necessary to ensure the development has adequate waste infrastructure, in accordance with policy LP4 and section H of the Developer Contributions SPD.
- 7.130 Affordable Housing: The application proposes a policy compliant level of affordable housing (40% = 74 dwellings). These would be a mix of 1, 2, 3 and 4 beds . Subject to final wording within the S106 Agreement, the scheme is supported with provision of on-site affordable housing in accordance with Policy LP24 and section A of the Developer Contributions SPD.
- 7.131 Community Infrastructure Levy (CIL): The development will be CIL liable in accordance with the Council's adopted charging schedule; CIL payments will cover footpaths and access, health, community facilities, libraries and lifelong learning and education.
- 7.132 All of the obligations are considered to meet the statutory tests and are compliant with relevant policies and the Developer Contributions SPD. The planning obligations set out above have been agreed by the Applicant and are considered to mitigate the

development in accordance with policies LP3, LP4, LP24, LP30 and the Developer Contributions SPD.

## **Conclusion and Planning Balance**

7.133 As a result of this, the presumption in favour of sustainable development is applied for decision-taking in accordance with paragraph 11 (d) and footnote 8 of the NPPF in relation to applications involving the provision of housing. This is generally referred to as ‘the tilted balance’. While no 5YHLS can be demonstrated the Local Plan policies concerned with the supply and location of housing as set out in the Development Strategy chapter (policies LP2, LP7, LP8, LP9 and LP10) of Huntingdonshire’s Local Plan to 2036 are considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications.

7.134 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

7.135 A revised NPPF was published in December 2024, introducing a substantially revised methodology for calculating local housing need and the reimposition of this as a mandatory approach for establishing housing requirements. This has resulted in the Council being unable to demonstrate a five year housing land supply (5YHLS). While no 5YHLS can be demonstrated the Local Plan policies concerned with the supply and location of housing as set out in the Development Strategy chapter (policies LP2, LP7, LP8, LP9 and LP10) of Huntingdonshire’s Local Plan to 2036 are considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications.

7.136 As a result of this, the presumption in favour of sustainable development is applied for decision-taking in accordance with paragraph 11 (d) and footnote 8 of the NPPF in relation to applications involving the provision of housing. This is generally referred to as ‘the tilted balance’.

7.137 NPPF para 11 states:

*‘Plans and decisions should apply a presumption in favour of sustainable development.*

*For decision-taking this means:*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance (7\*) provides a strong reason for refusing the development proposed; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

*7\* Foot note 7 states: The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.'*

- 7.138 As outlined in the report, in light of the considerations, there are no strong reasons for refusal in relation to any habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest, Local Green Space, irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75) and areas at risk of flooding. Therefore, there is no reason to not move forward to test d (ii) as per above and thus the 'titled balance' is engaged.
- 7.139 As stated above, a tilted balance approach should be applied in the assessment of the proposed development, and a balancing exercise should be carried out to determine the potential any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 7.140 The application seeks outline planning permission with all matters reserved, except for access, for the erection of up to 185 dwellings in Farcet.
- 7.141 It has been determined that overall the site is on land well-related to the built-up area but it is also acknowledged given the agricultural character of the site, it may appear visually part of the countryside. Policies LP9 and LP10 are therefore relevant and considered for completeness. These Local Plan policies concerned with the supply and location of housing as set out in the Development Strategy chapter of Huntingdonshire's Local Plan to 2036 are considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications. The aspects of these policies that restrict development on land

well-related to the built up or in the countryside is to be given reduced weight.

- 7.142 It has been established that the proposed development is in a sustainable location, would have access to services and facilities, and that it would not result in an over-reliance on the private motor vehicle. As such, the proposed development would comply with Framework Paragraph 109.
- 7.143 It is considered that the application site could satisfactorily accommodate 185 dwellings and the general layout could be made acceptable for reserved matters applications.
- 7.144 The proposed access is considered to be safe and acceptable in highway terms. The level of traffic generated by the development would not result in adverse traffic impacts and can be acceptably mitigated.
- 7.145 The site is Flood Zone 1, and the site is therefore acceptable in principle in terms of flood risk and drainage.
- 7.146 The development of the site would result in the loss of Grade 3 agricultural land, nationally considered as amongst the best and most versatile agricultural land. The proposal would result in the irreversible loss of some of this best and most versatile agricultural land. The site is disconnected from the wider countryside and other agricultural fields. However, the irreversible loss of agricultural land which can be used for food or crop production would conflict with Policy LP10 part (a)(i). Significant weight is attached to this.
- 7.147 The proposed development would have limited impact on landscape character and therefore would be acceptable in visual terms in principle.
- 7.148 The proposal would result in the delivery of 185 homes towards the housing supply. The applicant has agreed to two years for reserved matters submissions and also two years for implementation. This could help the Council justify putting this outline consent in the 5YHLS. Substantial weight is afforded to this provision and delivery.
- 7.149 The proposal will result in the delivery of 74 affordable homes towards a significant district affordable need. Substantial weight is afforded to this, given the quantum of affordable housing that will be provided as part of the development.
- 7.150 This quantum of residential development would not only address local needs but will also contribute to the national imperative to deliver 1.5 million new homes over the current parliamentary period as set out in the Written Ministerial Statement of July 2024.

- 7.151 In terms of the economic dimension of sustainable development, the proposal would contribute towards economic growth, including job creation - during the construction phase and in the longer term through the additional population assisting the local economy through spending on local services/facilities. Moderate weight is afforded to this.
- 7.152 In terms of the environmental dimension of sustainable development, the proposal offers potential for the incorporation of energy efficiency measures (to be considered in detail at reserved matters stage) as well as the delivery of green space and a 10% minimum net gain in biodiversity. The application site constitutes a sustainable location for the scale of development proposed in respect of access to local employment opportunities, services and facilities in the local area as well as the City of Peterborough; and is accessible by sustainable transport modes. The proposal also includes numerous off-site highway improvements. Moderate weight is afforded to this.
- 7.153 Whilst some conflict/harm has been identified in relation to agricultural land, it is concluded that the identified harm would not significantly and demonstrably outweigh the identified benefits when taking all the positives and negatives of the proposal into account.
- 7.154 Having regard to all relevant material considerations, it is recommended that approval be granted for the outline planning with all matters reserved except access.

**8. RECOMMENDATION - APPROVAL with delegated authority to the Head of Planning, Infrastructure & Public Protection (Chief Planning Officer) to resolve BNG matters, and subject to the prior completion of a Section 106 obligation relating to affordable housing, BNG monitoring, provision of open space and wheeled bins, and subject to conditions to include those listed below:**

- Approval of Reserved Matters Time Limit and Time limit following last Reserved Matters (2 years)
- Timing of permission and submission of Reserved Matters (2 years)
- Approved Plans (site location and access)
- Reserved matters app accords with the broad layout principles established on parameter plan
- Site levels and finished floor levels detailed as part of any reserved matters for layout
- Submission of Noise Mitigation Scheme as part of any reserved matters for layout
- Submission of Tree Survey and Arboricultural Impact Assessment as part of any reserved matters for layout or landscaping

- External lighting scheme for dark bat corridor be provided as part of any application for reserved matters.
- Ecology/BNG
- Surface water drainage
- CEMP
- Fire Hydrants
- Access
- Off-site high improvement works
- Written scheme of investigation
- M4(2) dwellings
- Water efficiency
- Foul drainage

or

**REFUSAL only in the event that the obligation referred to above has not been completed, or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.**

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs.

**CONTACT OFFICER:**

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**Planning Application:** 25/00892/OUT

**Site:** Land West of Peterborough Road, Farcet

**Proposal:** Outline application for up to 185 dwellings with access

Farcet Parish Council has reviewed all revised material submitted in November 2025, including transport amendments, access drawings, ecological responses, updated Design & Access Statement, the BNG metric, and the applicant's covering letter.

After considering these updates, the Parish Council maintains its **recommendation for refusal**, based on the following reasons:

### **1. Conflict with the National Planning Policy Framework (NPPF)**

The proposal continues to conflict with key NPPF requirements, including:

#### → **Sustainable development**

The proposal does not reflect a sustainable growth strategy and fails the NPPF requirement to focus housing in supported, well-connected settlements.

#### → **Highway safety (unacceptable impact)**

The NPPF clearly states planning permission should be refused where a development results in:

**“an unacceptable impact on highway safety.”**

Given the unresolved issues, inaccurate transport assumptions, and new concerns (below), this test is **not met**.

#### → **Infrastructure capacity**

No evidence is provided for: school capacity. GP capacity, road network resilience

#### → **Ecology and biodiversity**

Lighting and bat corridor protection remain unenforceable.

#### → **Prematurity**

The application undermines the updated Local Plan, which **does not allocate this site** for development.

### **2. Conflict with the Huntingdonshire Local Plan to 2036 (Adopted Plan)**

The proposal conflicts with multiple adopted policies including:

- **LP2** – outside settlement boundary, unallocated
- **LP11 / LP12** – inadequate design certainty
- **LP14** – unsafe access, no suitable transport mitigation
- **LP19** – insufficient flood/drainage evidence
- **LP30** – bat corridor not secured

### **3. Site NOT included in the updated Local Plan allocations**

The Parish Council highlights again that:

This site is NOT included in the updated Huntingdonshire Local Plan development sites for Farcet.

Farcet is **not identified** for major growth, nor capable of supporting it without significant and inappropriate impacts and would be contrary to emerging policy,

### **4. Highway Safety, Traffic Impact & Access — Concerns NOT Mitigated**

Despite extensive claims in the applicant's covering letter, the proposals **do not mitigate the Parish Council's concerns.**

**a) The proposed 4 m wide cycleway/footpath on St Mary's Street offers very little benefit**

The Parish Council objects because:

- It is **not required**,
- It does **not serve local desire lines**,
- introduces potential conflict between vehicles, cyclists, and pedestrians,
- It does **not mitigate the traffic generated by 185 new dwellings**
- It is located where it **cannot meaningfully improve safety or connectivity.**

This measure does **not** address the development's impacts.

**b) Narrowing the Gazeley Gardens junction is unnecessary and makes the junction more hazardous**

The Parish Council strongly disagrees with the proposal to narrow the junction:

- The current arrangement functions safely.
- Narrowing would create tighter turns and reduced visibility
- It provides no mitigation for the development's actual impact.

This proposal worsens safety rather than improving it.

**c) Traffic analysis does NOT consider existing or potential developments**

The transport evidence fails to include:

- Cumulative impacts with Cardea
- Ongoing density increases in Stanground / Farcet/ Yaxley
- Growth in traffic volumes over the Local Plan period,
- Likely future developments in the vicinity.

Therefore, the modelling underestimates real traffic conditions and does not satisfy NPPF or Local Plan requirements for robust evidence.

**d) Parish Council was NOT consulted — contrary to how the application is presented**

The applicant claims engagement with the Parish Council, however this has not happened.

In the matter of the bus shelters and MVAS, the Parish Council will not maintain these if installed as part of the proposal.

**e) Farcet Business centre → Cardea footpath link would provide real benefit**

The Parish Council stresses that a completed and upgraded footpath linking Ken Girven Way directly to Cardea would provide *genuine, safe, meaningful* pedestrian connectivity.

**5. Scale and Impact on Village Character**

The proposal for **up to 185 dwellings** remains excessive for Farcet's scale and does not reflect the Local Plan's spatial hierarchy.

**6. Ecology, Lighting and Bat Corridor**

Lighting controls relying on future residents to comply are unenforceable. Buffers remain indicative and unsafeguarded.

**7. Flooding and Drainage**

No detailed modelling or drainage capacity evidence has been supplied.

**8. Local Services Capacity**

No assessment or mitigation is provided regarding school, GP or community services.

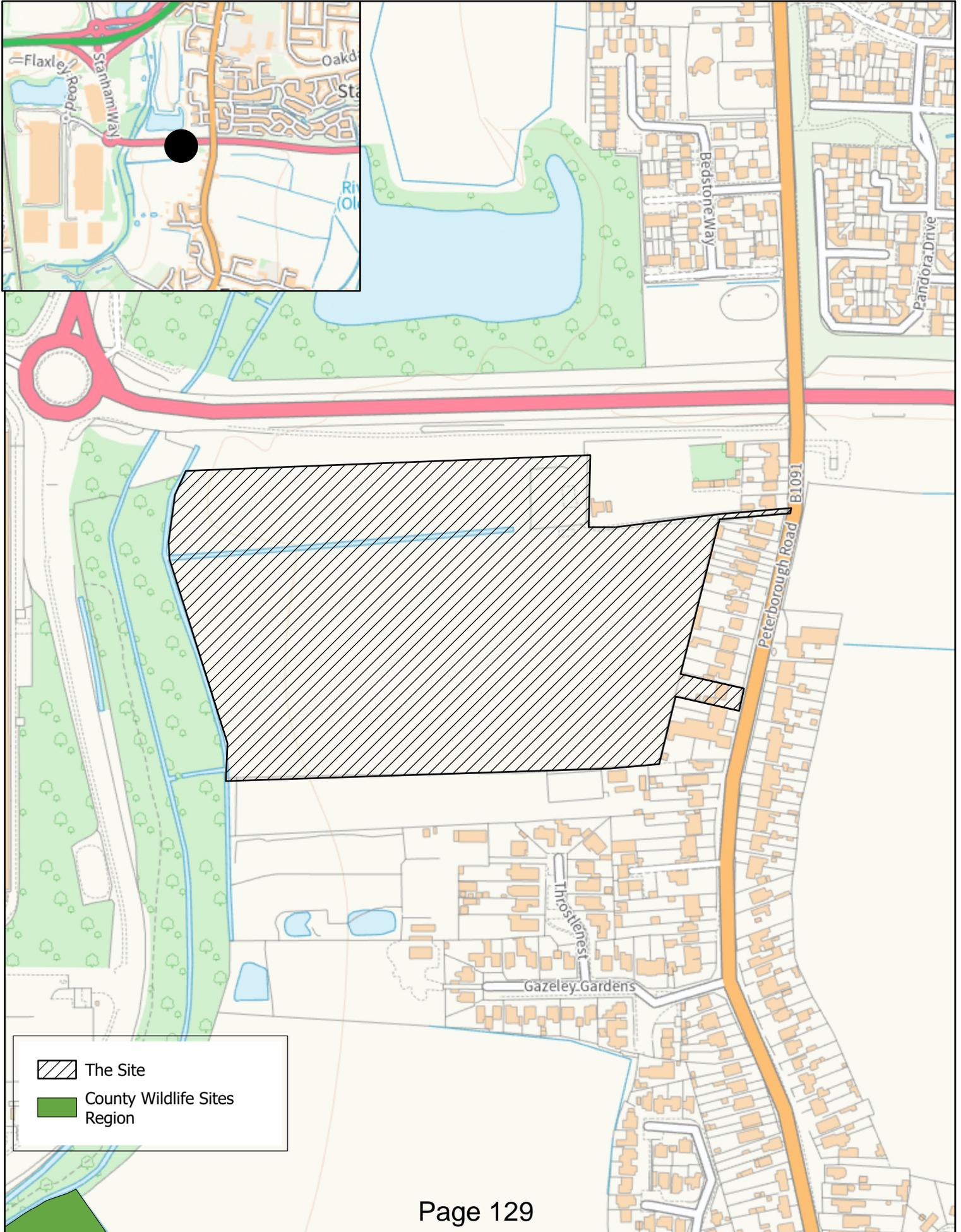
## **9. Prematurity & Reliance on Reserved Matters**

Critical elements—lighting, drainage, design, ecology—are deferred to Reserved Matters, confirming the application is **premature**.

## **Conclusion**

For the reasons outlined above, Farcet Parish Council **recommends REFUSAL**.

The proposal, in its current form, fails to comply with multiple policies of the **National Planning Policy Framework** and the **Huntingdonshire Local Plan to 2036**, and does not demonstrate that it can be delivered safely or without significant harm to amenity, highway safety or the local environment.

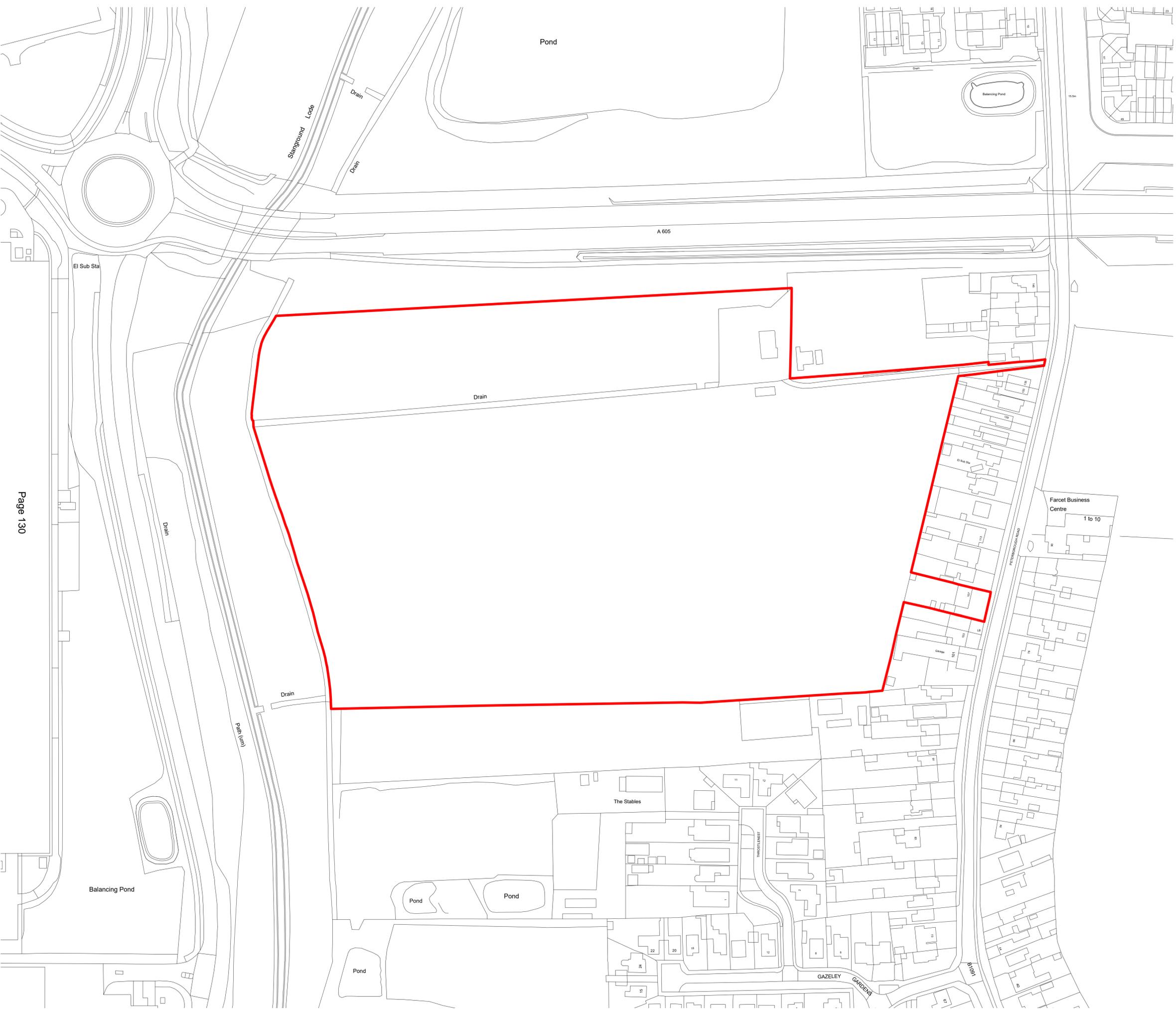


-  The Site
-  County Wildlife Sites Region

This drawing is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of FPCR Environment and Design Ltd.



**KEY**  
Site Boundary 8.01ha



Page 130

|     |            |                          |           |
|-----|------------|--------------------------|-----------|
| P04 | 27/03/2025 | Amended on western edge. | TGE SGL   |
| rev | date       | description              | drn / chk |

client  
**Hallam Land & Persimmon Homes**

project  
**Land West Of Peterborough Road, Farcet, Huntingdonshire**

|                            |             |     |
|----------------------------|-------------|-----|
| title                      | scale       |     |
| <b>Site Location Plan</b>  | 1:1000 @ A1 |     |
| number                     | status      | rev |
| 11710-FPCR-XX-XX-DR-L-0002 | 53          | P04 |





- KEY**
- Site Boundary 8.01ha
  - Residential Development Up to 185 dwellings Max. 2.5 storeys (11m) 4.80ha
  - Max. 2 storeys (8.5m)

- Access**
- ← Main Access Point (refer to Engineer's Detailed Access Drawings)
  - ⋯ Main Street & Secondary Street 'Loop' (Street trees in grass verges to be provided on both sides of the Main Street and Secondary Street Loop. Breaks in verges are permitted to allow access and for private drives. Precise alignment of streets and loop to be confirmed at detailed design stage)
  - Emergency Access & Pedestrian/Cycle Access Point
  - Emergency Access Route & Pedestrian/Cycle Access Route (to connect with adoptable highway within development)
  - - - Pedestrian/Cycle Route within the site
  - Pedestrian/Cycle Access Point
  - ↑ Existing/Potential off-site Pedestrian/Cycle Connection

- Green Infrastructure**
- Open Space & Green Infrastructure
  - Existing Structural Vegetation to be retained & enhanced
  - Retained Ditch
  - Structural Vegetation (Trees, woodland and scrub)
  - Species-Rich Native Hedgerow (Species composition, density of planting and inclusion of hedgerow trees to be determined at a detailed stage based on context and function)
  - ✱ Indicative location for Community Orchard
  - Sustainable Urban Drainage
  - ✱ Indicative location for Equipped Play

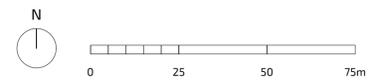
P12 19/12/2025 Updated streets & verges to Urban Design comments. TGE SGL  
 rev date description drn / chk

client  
**Hallam Land & Persimmon Homes**

project  
**Land West of Peterborough Road, Farcet, Huntingdonshire**

title  
**Parameters Plan** scale 1:1000 @ A1

number 11710-FPCR-XX-XX-DR-L-0005 status S3 rev P12



- KEY**
- Site Boundary 8.01ha
  - Residential Development
  - Potential 'Marker' / Dual Frontage Buildings
- Access**
- Main Access Point (refer to Engineer's Detailed Access Drawings)
  - Emergency Access & Pedestrian/Cycle Access Point (Emergency Route to connect with adoptable highway within development)
  - Pedestrian/Cycle Access Point
  - Cycleway within development
  - Pedestrian/Cycle Recreational Route within public open space
  - Informal/Mown Path within public open space
  - Existing/Potential off-site Pedestrian/Cycle Connection

- Green Infrastructure**
- Existing Structural Vegetation to be retained & enhanced
  - Retained Ditch
  - Structural Vegetation (Trees, Woodland & Scrub)
  - Species Rich Native Hedgerow (Species composition, density of planting and inclusion of hedgerow trees to be determined at a detailed stage based on context and function)
  - Community Orchard
  - Sustainable Urban Drainage
  - Focal Green Space
  - Equipped Play

**NOTES**  
 1. Refer to Parameters Plan '11710-FPCR-XX-XX-DR-L-0005' and Design and Access Statement for further information.

| rev | date       | description  | author | chk |
|-----|------------|--|--------|-----|
| P11 | 19/12/2025 | Updated streets & verges to Urban Design comments. | TGE    | SGL |

client  
**Hallam Land & Persimmon Homes**

project  
**Land West of Peterborough Road, Farset, Huntingdonshire**

| number                     | status | rev | scale       |
|----------------------------|--------|-----|-------------|
| 11710-FPCR-XX-XX-DR-L-0006 | S3     | P11 | 1:1000 @ A1 |

**DEVELOPMENT MANAGEMENT  
COMMITTEE 23<sup>rd</sup> MARCH 2026**

**Case No:** 25/00017/FUL

**Proposal:** Installation of cooling pond with ancillary equipment, new bund and ground-mounted solar panels (Retrospective).

**Location:** The Old Hangar, Sibson Airfield, Sibson

**Applicant:** Mr M Richardson

**Grid Ref:** 509194 296396

**Date of Registration:** 06.01.2026

**Parish:** Sibson-cum-Stibbington

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**RECOMMENDATION - APPROVE**

**This application is referred to the Development Management Committee (DMC) as the officer's recommendation is contrary to that of the Parish Council.**

**1. DESCRIPTION OF SITE AND APPLICATION**

- 1.1 The application site comprises data centre (DSM) located within The Old Hangar at Sibson Airfield, off Wansford Road (B671). The site is bounded to the north and east by the Peterborough Flying School, with open countryside to the south.
- 1.2 This application seeks approval for the installation of a cooling pond with ancillary equipment, bund and ground-mounted solar panels at The Old Hangar, Sibson Airfield, Sibson. This application is retrospective with works having been completed in August 2024.
- 1.3 There is a total of 350 anti-reflective panels covering an area of 1171.80m<sup>2</sup> with a total power of 175kWp in the northern section of the application site. The panels all face due south and each measure 1.1m in length and 45cm high. The cooling pond (30m by 15m with a 1.6m depth) is located west of The Old Hangar with four heat exchangers submerged in the pond and two pumps and associated control equipment located within the pump-house. A bund with tree planting has been constructed to the west of the cooling pond.
- 1.4 The Cooling pond operates by using various pipework which connects the submerged Heat Exchangers to the pumps and onwards to the computer racks within the data centre. Warm water

is pumped from the computer racks through the heat exchangers where the heat is dissipated in the pond. Cool water is then returned to the computer racks.

- 1.5 This application has been accompanied by a Planning Statement. Various additional information has also been submitted by the Applicant during the course of the application, including aerial photographs of the site and details of other solar farm adjacent to runways. These are referred to in more detail in the main body of the report.
- 1.6 The Planning Statement sets out the background for the application and states that the application site comprises of a data centre, which provides services such as cloud storage and website hosting. The host building houses numerous servers relating to this use, which require 24-hr monitoring and maintenance. The cooling pond and associated infrastructure were introduced to provide a cost-effective and environmentally friendly solution to the need for the constant cooling of the servers. The floor mounted solar panels, were also introduced to provide an alternative power-source for the data centre.
- 1.7 Officers have scrutinised the plans and have familiarised themselves with the site and surrounding area.

## **2. NATIONAL GUIDANCE**

- 2.1 The National Planning Policy Framework (NPPF 2024) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2024 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'
- 2.2 The NPPF 2024 sets out the Government's planning policies for (amongst other things):
  - delivering a sufficient supply of homes;
  - building a strong, competitive economy;
  - achieving well-designed, beautiful and safe places;
  - conserving and enhancing the natural, built and historic environment
- 2.3 Planning Practice Guidance and the National Design Guide 2021 are also relevant and material considerations.

For full details visit the government website [National Guidance](#)

## **3. PLANNING POLICIES**

### 3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019)

- LP1: Amount of Development
- LP2: Strategy for Development
- LP3: Green Infrastructure
- LP4: Contributing to Infrastructure Delivery
- LP5: Flood Risk
- LP10: The Countryside
- LP11: Design Context
- LP12: Design Implementation
- LP14: Amenity
- LP15: Surface Water
- LP16: Sustainable Travel
- LP17: Parking Provision and Vehicle Movement
- LP19: Rural Economy
- LP30: Biodiversity and Geodiversity
- LP31: Trees, Woodland, Hedges and Hedgerows
- LP35: Renewable and Low Carbon Energy

For full details visit the government website [Local policies](#)

### 3.2 Supplementary Planning Documents (SPD) and Guidance:

- Huntingdonshire Strategic Flood Risk Assessment (2024)
- Huntingdonshire Design Guide Supplementary Planning Document (2017)
- Huntingdonshire Landscape and Townscape SPD (2022)
- Cambridgeshire Flood and Water SPD (2017)

## 4. PLANNING HISTORY

- 4.1 0303128FUL – Change of use from warehousing to disaster data storage centre or warehousing – Approved
- 4.2 0301378FUL – Change of use from warehousing to disaster data storage centre – Approved
- 4.3 0300270CLED – Certificate of Lawful Development for retention of use of hangar for storage purposes – Consent

## 5. CONSULTATIONS

- 5.1 Sibson-cum-Stibbington Parish Council – Objection.  
“This Parish Council has a history of objecting to “Application in Retrospect” and this application is no different.

We absolutely object to this application and the fact the several Solar Panels have been erected within very close proximity to Sibson Airfield. We are currently objecting to the erection of a Solar “farm” at Haddon which is nearby. The erection of a large quantity of solar panels on this site, surely will offer the same “Glint

and Glare” effect as Haddon, and they are close to the Airfield than Haddon. The danger to aircraft could be fatal if allowed to remain.

We are also concerned as to what this site is being used for. There has been more than one building erected in the past years, and a cooling pond, all without permission.

We as a Parish Council find the “secrecy” of these planning irregularities questionable.”

- 5.2 Huntingdonshire District Council Environmental Health Officer – No objections to the proposal with regards to environmental health matters.

## **6. REPRESENTATIONS**

- 6.1 Peterborough Flying School – No objection. “From our day-to-day flying activity, we’re not aware of any reported issues or disruption that have been linked to the small-scale solar panel installation in its current form and specific location. Obviously, this reflects operational experience to date only and isn’t a technical assessment or a general safety statement. However, I would add that given the location and small scale, it is of my opinion that the panels are unlikely to be of “danger” to aircraft.”
- 6.2 Owner of Sibson Airfield – No objection.
- 6.3 One letter of support was also received stating: “I wish to lodge my support of planning application 25/00017/FUL. As a pilot of some 30 years, I find the objection bought by the Parish Council regarding ‘glint and glare’ is completely unfounded. I have never had any such problems from solar panels as the angle of the panels will not affect a landing aircraft. Furthermore, there are solar panels all around and on airfield all over the country. Even commercial airports have solar panels.”
- 6.4 The applicant has also submitted representations in response to the objection received by the Parish Council. This states that the panels are anti-reflective and are not in the flight path/face away from the runway. It should also be noted that the adjacent car park at Sibson is larger in area than the solar installation and in summer months is full of vehicles which are likely to emit glint and glare in all directions. However, there is no known reported issue of glint and glare affecting or endangering aircraft.
- 6.5 The applicant notes that Birmingham International Airport has 12,000 panels pointing directly at the runway. Edinburgh Airport is similar with 15,000 panels. Little Staughton Airfield has thousands of panels all around its runway (that have been approved by HDC). Aerial photos of each of these sites has been provided by the Applicant.

- 6.6 The Applicant also goes on to state that there is no secrecy in relation to the site/business. The data centre consumes large amounts of power and generates significant amounts of heat. DSM is on target to become Net Zero compliant by end of 2026 and this is being achieved in part by the solar panels (which also supply back to the grid) and the use of the cooling pond to cool the computer servers with all water sourced from rain. Last year DSM were awarded the regional 'Business of the Year for Green Innovation'.

## **7. ASSESSMENT**

- 7.1 The main issues to consider in the determination of this application are:

- The Principle of Development
- Design and Visual Amenity
- Residential Amenity
- Highway Safety
- Flood Risk and Surface Water
- Biodiversity
- Other matters – glint and glare

### **The Principle of Development**

- 7.2 The application site is located outside of the built-up area of any settlement and is therefore classified as countryside land in accordance with the adopted Huntingdonshire Local Plan to 2036. As such, Policy LP10 (The Countryside) is considered relevant in this instance.
- 7.3 Policy LP10 states that development in the countryside will be restricted to the limited and specific opportunities as provided for in other policies of this plan.
- 7.4 This application seeks retrospective approval for the installation of a cooling pond with ancillary equipment, new bund and ground-mounted solar panels at The Old Hangar, Sibson Airfield, Sibson. Information received during the course of the application confirms that the wider site operates as a data centre with the solar panels erected to support the use of power and the cooling pond to reduce the heat generated. As such, Policy LP19 (Rural Economy) is considered to provide an opportunity for development.
- 7.5 Policy LP19 of the Local Plan states that a proposal for the expansion of an established business within its operational site will be supported. The proposal is considered to be within the operational site of the established business and therefore in accordance with Policy LP19 in this regard. Furthermore, paragraph 88 of the National Planning Policy Framework states

that decisions should enable the sustainable growth and expansion of all types of business in rural areas.

- 7.6 Given the nature of the proposed development, Policy LP35 (Renewable and Low Carbon Energy) is also considered relevant and states that a proposal for a renewable or low carbon energy generating scheme will be supported where it is demonstrated that all potential adverse impacts including cumulative impacts are or can be made acceptable.
- 7.7 Policy LP10 goes on to state that all development in the countryside must
- (a) seek to use land of lower agricultural value in preference to land of higher agricultural value;
  - (b) recognise the intrinsic character and beauty of the countryside; and
  - (c) not give rise to noise, odour, obtrusive light or other impacts that would adversely affect the use and enjoyment of the countryside by others.
- 7.8 The existing land that is the subject of this application is classified as Grade 3 (Good to Moderate) agricultural land. Some 98% of the district comprises land within Grades 1 to 3, with 15% being Grade 1 and an estimated 77% of land falling within the definition of best and most versatile land.
- 7.9 Given there is a limited supply of land of lower grades in the district and that a significant number of sites allocated for development in the District in the Local Plan to 2036 are on land that is the best and most versatile, it is considered that the proposed development does not represent an unacceptable loss of agricultural land and any harm that results is very limited.
- 7.10 As discussed in greater detail in following sections of this report, the Local Planning Authority are satisfied that the proposed development would be acceptable in relation to criteria (b) and (c) of Policy LP10.
- 7.11 As such, the principle of development is considered to be acceptable in this instance with the proposal in accordance with Policies LP10, LP19 and LP35 of the adopted Local Plan to 2036, subject to all other planning matters being addressed.

### **Design and Visual Amenity**

- 7.12 Policy LP11 of the Local Plan states that a proposal will be supported where it is demonstrated that it responds positively to its context. Policy LP12 states that new development will be expected to be well designed and that a proposal will be supported where it can be demonstrated that it contributes positively to the area's character and identity and successfully integrates with adjoining buildings and landscape. This is also reflected in Policy

LP10 of the adopted Huntingdonshire Local Plan, the Huntingdonshire Design Guide SPD and Section 12 of the National Planning Policy Framework (2024).

- 7.13 This application seeks retrospective approval for the installation of a cooling pond with ancillary equipment, a new bund and ground-mounted solar panels at The Old Hangar, Sibson Airfield, Sibson.
- 7.14 The proposed solar array is considered to be small in scale and commensurate to the size of the application site. The 350 solar panels are ground-mounted (45cm in height) and are approximately 275m from the highway of Wansford Road. Screening is provided by the existing soft landscaping, which includes a hedge comprising of 40ft high conifers located to the south of the site. Furthermore, the proposed solar panels would be well-related to the main building. As such, the visual impact of the proposed solar panels on the streetscene of Wansford Road and the wider countryside is considered to be limited.
- 7.15 With regard to the proposed cooling pond, it is considered to be of an acceptable scale and location and is screened by a bund to the west, approximately 1.2m in height. The proposal includes tree planting atop the bund which is considered to be acceptable and a condition ensuring this planting is maintained will be imposed on any permission granted.
- 7.16 As such, the proposal is considered to be acceptable in terms of its scale and design and would not result in visual harm to the application site, the streetscene or the wider countryside. The proposed development is therefore considered to be in accordance with Policies LP10, LP11 and LP12 of Huntingdonshire's Local Plan to 2036, the Huntingdonshire Design Guide SPD and Section 12 of the National Planning Policy Framework (2024) in this regard.

### **Residential Amenity**

- 7.17 Policy LP14 of the Local Plan to 2036 states a proposal will be supported where a high standard of amenity is provided for all users and occupiers of the proposed development and maintained for users and occupiers of neighbouring land and buildings.
- 7.18 Given the nature of the proposed development and proximity to the closest neighbouring residential properties (approximately 100m to High Leys Farm, Elton Road, Sibson), the proposal is not considered to result in any detrimental impacts on any neighbouring properties amenities. The apparatus used for the cooling system are housed internally and therefore any associated noise is limited. The proposal is also well screened by trees.
- 7.19 As such, the proposal is deemed to be in accordance with Policy LP14 of Huntingdonshire's Local Plan to 2036, the

Huntingdonshire Design Guide SPD and Section 12 of the National Planning Policy Framework (2024) in this regard.

### **Highway Safety**

- 7.20 Policies LP16 and LP17 of the Local Plan to 2036 seeks to ensure that new development incorporates appropriate space for vehicle movements, facilitates access for emergency vehicles and service vehicles and incorporates adequate parking for vehicles and cycles.
- 7.21 The proposed development would be accessed via the existing vehicular access off Wansford Road with no alterations proposed. Given the nature of the proposed development and the fact that it is serving the existing building on site with ample parking and acceptable access arrangements, the Local Planning Authority are satisfied that the proposal would not result in any highway safety concerns.
- 7.22 As such, the proposal is deemed to be in accordance with Policy LP17 of Huntingdonshire's Local Plan to 2036 and Section 9 of the National Planning Policy Framework (2024) in this regard.

### **Flood Risk**

- 7.23 The application site lies within Flood Zone 1 in accordance with Environment Agency mapping and the Huntingdonshire Strategic Flood Risk Assessment (2024). The flood risk vulnerability of the proposed development is 'essential infrastructure' in accordance with the Planning Practice Guidance, which is compatible with land within Flood Zone 1.
- 7.24 Given the low flood risk and minor scale of development, Officers are satisfied that surface and foul water drainage can be secured as part of building regulations and other relevant legislative requirements in this instance.
- 7.25 As such, the proposal is considered to be acceptable with regard to its impact on both flood risk and surface water and therefore accords with Policies LP5, LP6 and LP15 of Huntingdonshire's Local Plan to 2036 and Section 14 of the National Planning Policy Framework (2024) in this regard.

### **Biodiversity**

- 7.26 Paragraph 187 of the NPPF (2024) states planning policies and decisions should contribute to and enhance the natural and local environment. Policy LP30 of the Local Plan to 2036 requires proposals to demonstrate that all potential adverse impacts on biodiversity and geodiversity have been investigated and ensure no net loss in biodiversity and provide a net gain where possible,

through the planned retention, enhancement and creation of habitats and wildlife features, appropriate to the scale, type, and location of development.

- 7.27 Whilst the proposals do not indicate any measures for biodiversity enhancement, the proposal incorporates a bund and tree planting and therefore the Local Planning Authority are satisfied that given the scale and nature of the proposal, it would ensure no biodiversity net loss. It is also worth noting that the land on which the works have taken place was previously an area of predominantly hardcore associated with the Old Hangar.
- 7.28 Overall, the proposal is broadly considered to be in accordance with Policy LP30 of Huntingdonshire's Local Plan to 2036 and Section 15 of the National Planning Policy Framework (2024) in this regard.

### **Other Matters**

#### Aircraft safety – glint and glare

- 7.29 In terms of aviation activity, Sibson Aerodrome is the closest airfield to the proposal, and is located immediately east of the site. There are two runways, one running east/west (runway 24/06) and one running north/south (33/15). Sibson Airfield is classed as an unlicensed aerodrome (it has not applied for CAA approval for its use for fare paying passenger carrying).
- 7.30 Concerns were raised by the Parish Council during the course of the application over potential 'glint and glare' impacts from the proposed solar panels on air traffic safety given the proximity to Sibson Aerodrome (Peterborough Flying School).
- 7.31 Glint is defined as a momentary flash of light that may be produced as a direct reflection of the sun in the solar panel. Glare is a continuous source of excessive brightness experienced by a stationary observer located in the path of reflected sunlight from the face of the panel. The effect occurs when the solar panel is stationed between or at an angle of the sun and the receptor.
- 7.32 The application is retrospective with works having already been undertaken and the solar panels have therefore been operational for approximately two years. The Solar panels are anti-reflective, face away from the runways and are partially screened by planting/buildings. As part of this application, both Peterborough Flying School who operate from the airfield, and the owner of the Airfield, have confirmed they have no objections to the proposed development in terms of air safety. The panels are therefore not considered to be located / directed so as to interfere with a pilot's primary "field-of-view".

- 7.33 It is also noted that there is an existing solar farm at Little Staughton Airfield, with solar panels located either side of the runway. Likewise, several major civil airports in the UK now have solar capacity built or permitted within or adjacent to their perimeters. The Parish Council have made comparison to the Haddon Solar farm where the need for a glint and glare assessment was required. However that scheme was for a much larger scale development of around 40,000 panels, rather than 350 here, and over a much larger site area. This application is in retrospect and the panels have been on site for a number of years with no concerns from the adjacent flying club or airfield owner.
- 7.34 It is therefore considered that no evidence has been presented to the LPA during the course of this planning application to suggest that the proposal would result in any impairment to aircraft safety.
- 7.35 Accordingly, there is not considered to be any evidence that glint and glare from the solar panels will result in significant impairment to aircraft safety.

## **Conclusion**

- 7.36 The proposed development is considered to be compliant with the relevant national and local policy as it is:
- \* Acceptable in principle
  - \* Has environmental benefits in terms of generation of energy
  - \* Would not be harmful to the character or appearance of the area;
  - \* Would not have a significantly detrimental impact upon the amenity of neighbours;
  - \* Would not be detrimental to highway safety in the locality;
  - \* Is acceptable with regards to the impact on biodiversity;
  - \* There are no other material planning considerations which lead to the conclusion that the proposal is unacceptable.
- 7.37 Taking national and local planning policies into account, and having regard for all relevant material considerations, it is recommended that planning permission be granted, subject to the imposition of appropriate conditions.

## **8. RECOMMENDATION - APPROVE, subject to the following conditions:**

- Plans
- Landscaping

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs

**CONTACT OFFICER: Amanda McSherry – Development  
Management Team Leader (North)**

Enquiries – [Amanda.mcsherry@huntingdonshire.gov.uk](mailto:Amanda.mcsherry@huntingdonshire.gov.uk)

## **PLANNING APPICATION NO. 25/00017/FUL**

SIBSON-CUM-STIBBINGTON PARISH COUNCIL WISH TO MAKE THE FOLLOWING OBJECTION TO THE ABOVE.

This Parish Council has a history of objecting to “Applications in Retrospect” and this application is no different.

We absolutely object to this application and the fact that several Solar Panels have been erected within very close proximity to Sibson Airfield. We are currently objecting to the erection of a Solar “farm” at Haddon which is nearby. The erection of a large quantity of solar panels on this site, surely will offer the same “Glint and Glare” effect as Haddon, and they are closer to the Airfield than Haddon. The danger to Aircraft could be fatal if allowed to remain.

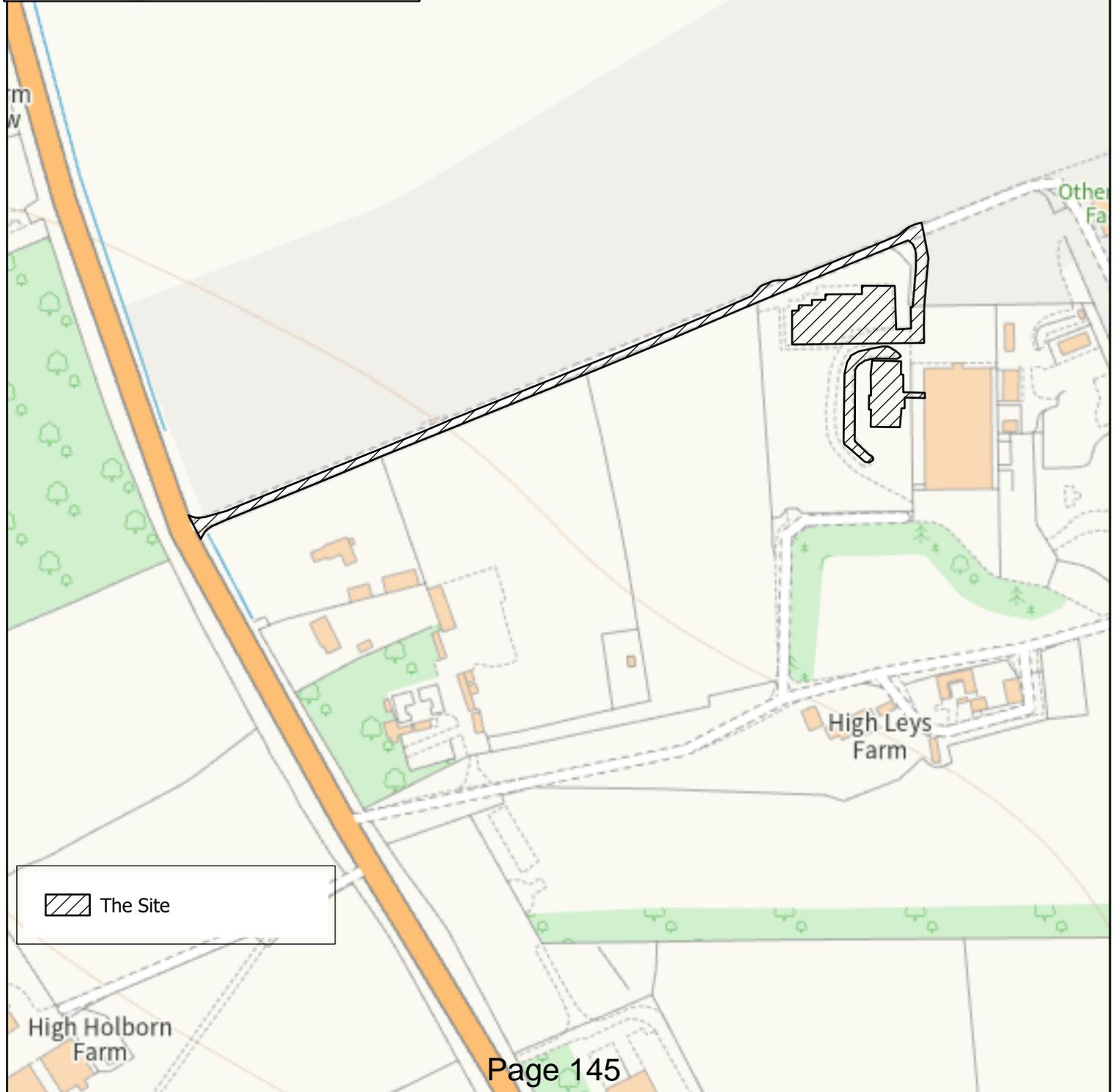
We are also concerned as to what this site is being used for. There has been more than one building erected in the past years, and a cooling pond, all without permission.

We as a Parish Council find the “secrecy” of these planning irregularities questionable.



Chairman

Sibson-cum-Stibbington Parish Council.



 The Site



Page 146

Item No - 1  
 Name - E001 Location Plan  
 Scale - 1 : 2500



**NOTES:**

The level of detail shown on this drawing is relative to the **PLANNING APPLICATION** only and this drawing should not be used for any other purpose without prior approval of the Architect and subsequent checking / development by others prior to construction.

Planning adherence - the Client / Contractor is to undertake the works in complete accordance with the LA approved planning drawings and is to take responsibility for the discharge of any associated planning conditions.

Building Control - the Client / Contractor must liaise directly with the chosen Building Control body to ensure the project is in complete accordance with the Building Regulations prior to construction.

Structure & Construction - these drawings have not been coordinated with a Structural Engineer nor an Energy Assessor and therefore show indicative construction build-ups only and are not to be used for construction purposes.

The future Contractor is responsible for visiting site and taking / checking all dimensions relative to setting out and construction.

All dimensions are in millimetres unless noted otherwise.

| SITE PLAN KEY |                       |  |  |
|---------------|-----------------------|--|--|
|               | SITE BOUNDARY         |  |  |
|               | ADDITIONAL LAND OWNED |  |  |
|               | FENCE LINE            |  |  |

| Date       | No. | Description                                  | Issued by |
|------------|-----|--|-----------|
| 27/11/2024 | A   | CLIENT ISSUE                                 | CL        |
| 06/01/2025 | B   | PLANNING ISSUE                               | AM        |
| 02/06/2025 | C   | Planning Issue - Red Line Boundaries updated | CL        |

**PLANNING ISSUE**

Drawn by CL

Checked by MT



PLANNING | ARCHITECTURE | PROJECT MANAGEMENT

The Grey House, 3 Broad Street, Stamford, PE9 1PG  
 01780 239181  
[www.classq.co.uk](http://www.classq.co.uk)

Project  
**DSM Building, Sibson**

Drawing Title  
**E001**

| Date      | Revision | Scale @A3    |
|-----------|----------|--------------|
| Nov. 2024 | C        | As indicated |

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**NOTES:**  
 The level of detail shown on this drawing is relative to the **PLANNING APPLICATION** only and this drawing should not be used for any other purpose without prior approval of the Architect and subsequent checking / development by others prior to construction.  
 Planning adherence - the Client / Contractor is to undertake the works in complete accordance with the LA approved planning drawings and is to take responsibility for the discharge of any associated planning conditions.  
 Building Control - the Client / Contractor must liaise directly with the chosen Building Control body to ensure the project is in complete accordance with the Building Regulations prior to construction.  
 Structure & Construction - these drawings have not been coordinated with a Structural Engineer nor an Energy Assessor and therefore show indicative construction build-ups only and are not to be used for construction purposes.  
 The future Contractor is responsible for visiting site and taking / checking all dimensions relative to setting out and construction.  
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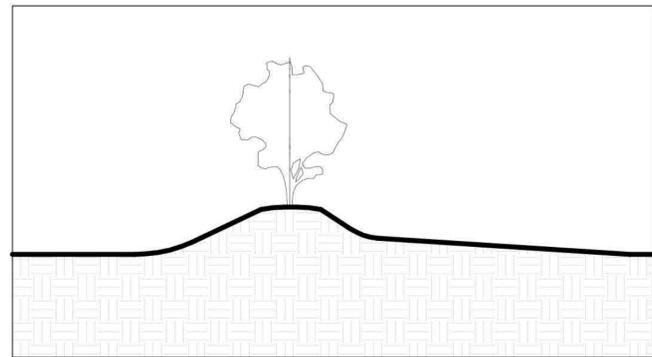
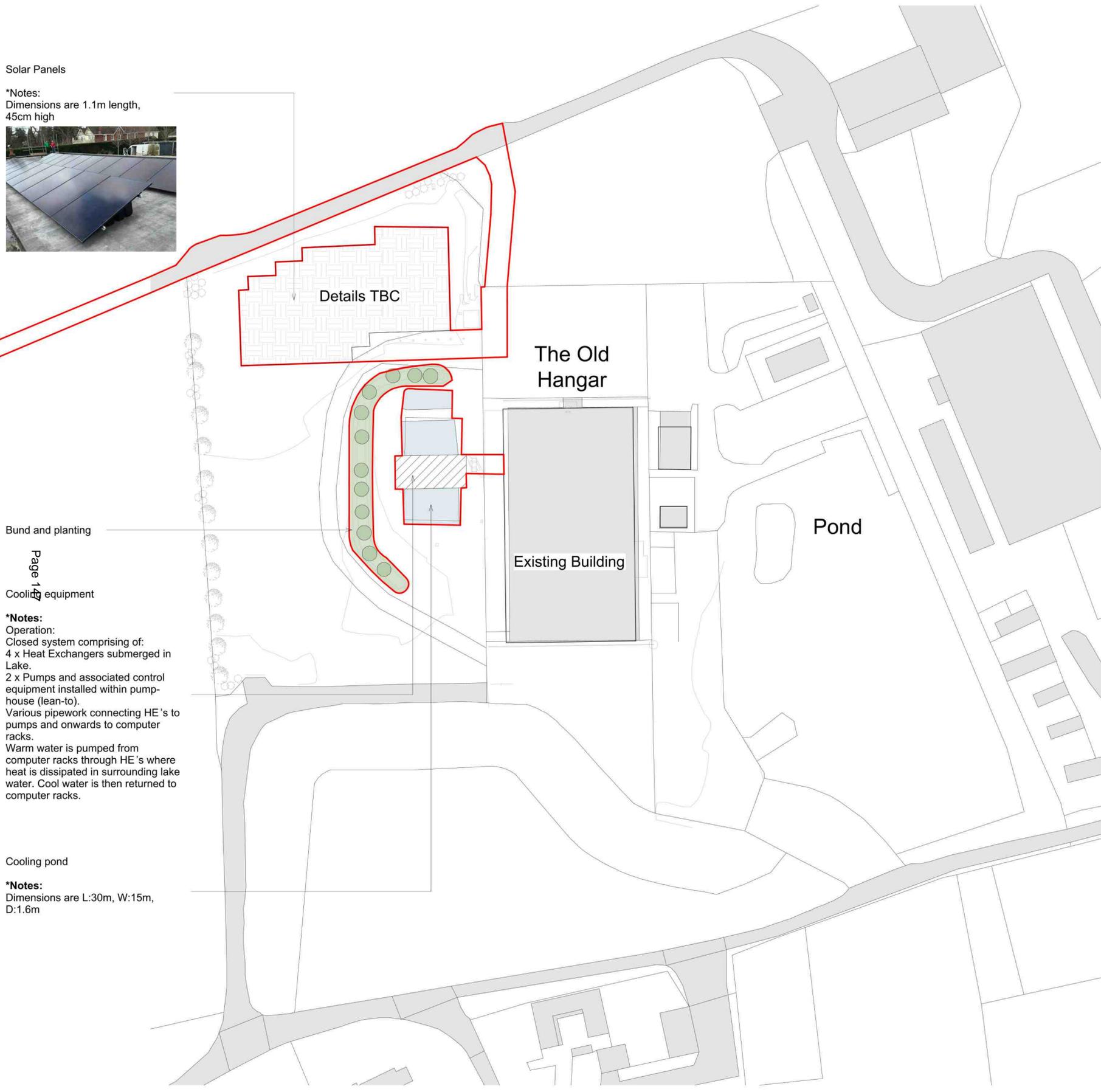
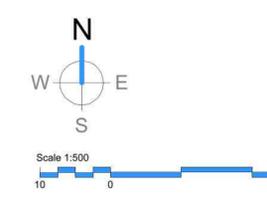
**Solar Panels**  
 \*Notes:  
 Dimensions are 1.1m length, 45cm high



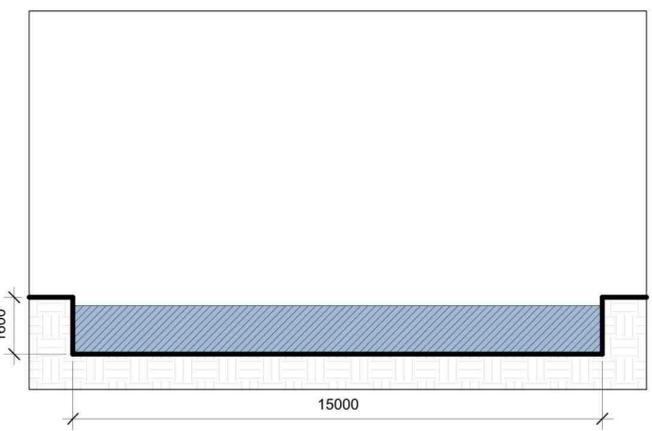
**Bund and planting**  
**Cooling equipment**

\*Notes:  
 Operation:  
 Closed system comprising of:  
 4 x Heat Exchangers submerged in Lake.  
 2 x Pumps and associated control equipment installed within pump-house (lean-to).  
 Various pipework connecting HE 's to pumps and onwards to computer racks.  
 Warm water is pumped from computer racks through HE 's where heat is dissipated in surrounding lake water. Cool water is then returned to computer racks.

**Cooling pond**  
 \*Notes:  
 Dimensions are L:30m, W:15m, D:1.6m



Item No -  
 Name - Bund profile  
 Scale - 1 : 100



Item No -  
 Name - Pond Cross Section  
 Scale - 1 : 100

**Areas**  
 Solar Panel Area: 1171.80 m<sup>2</sup>  
 Total Red Line Boundary Area: 3936.78 m<sup>2</sup>

| SITE PLAN KEY                      |               |
|------------------------------------|---------------|
| <span style="color: red;">—</span> | SITE BOUNDARY |

| Rev | Date       | Description                                  | Checker |
|-----|------------|--|---------|
| F   | 02/06/2025 | Planning Issue - Red Line Boundaries updated | CL      |
| E   | 07/04/2025 | Planning Issue - Pond cross section added    | CL      |

**PLANNING ISSUE**

Drawn by **CL** Checked by **MT**



PLANNING | ARCHITECTURE | PROJECT MANAGEMENT

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 01780 239181  
[www.classq.co.uk](http://www.classq.co.uk)

Project  
 DSM Building, Sibson

Drawing Title  
 P001  
 Drawing Title  
 Proposed Site Plan

Date  
 Nov. 2024  
 Revision  
 F  
 Scale @A1  
 As indicated

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NORTH

15

24

Flydays - Sibson Aerodrome

Runways

Solar Panels Facing South

Sibson Aerodrome

EAST

WEST

06

DSM Group

33

40ft Trees

Former RAF Sibson (Sibson I)

B671

SOUTH

Elton Rd

Elton Rd

Wansford Rd

Page 148



40ft Trees

350 Anti Reflective  
Solar Panels - Facing  
Due South (180 degrees)

Hangar Building 30ft High



